AGENDA ITEM SUMMARY

WORK SESSION DATE: June 21, 2011

AGENDA ITEM TITLE: Entrance to Aspen Survey Results

STAFF RESPONSIBLE: Brian Pettet, Director of Public Works

ISSUE STATEMENT
In order to gauge the sentiments of residents about the Entrance to Aspen, the City of Aspen completed a survey of randomly sampled City of Aspen and Pitkin County voters. The results of this survey are now ready to be presented.

BACKGROUND
The City of Aspen contracted with the National Research Center (NRC) to complete a survey regarding the Entrance to Aspen. NRC will be present at this work session to review the results of this survey.

One of the 2010 City of Aspen Council goals was to: *Implement and evaluate the transportation initiatives underway (Rubey park, AABC/Buttermilk and in-town transit) and determine the next steps regarding the ETA, leading to a November 2010 election that will winnow the alternatives to those with majority support.*

Rather than posing a ballot question in 2010, City Council decided to approve hiring the Boulder-based NRC to develop, administer and tabulate a survey of randomly selected Aspen and Pitkin County voters in early 2011. In March of 2011, surveys were mailed to 2,000 randomly selected registered Aspen voters and 1,936 randomly selected Pitkin County (non-Aspen) voters. A total of 1,739 surveys were returned, which equates to a 47% response rate. This response rate is much is much higher than NRC has seen with transportation surveys of similar complexity.

KEY DISCUSSION ITEMS
Generalizations regarding the survey results include:

- Respondents rate traffic flow as fair-poor in winter and summer months.
- The majority of respondents would not be satisfied with keeping the Entrance alignment in its current location.
- Most respondents indicate a preference for a solution that improves travel time for both private cars and public transportation.
- Respondents favored design elements that include bus/HOV lanes, roundabout and underpass options.
- 60% of respondents support a 4-lane (no bus lane) option. This result is discussed in more detail on page 5 of attachment B.

- Respondents oppose no change, split shot, modified direct and existing alignment with 3 or 4 lane options.

BUDGETARY IMPACT
None

RECOMMENDED BOCC ACTION
None required. Information only.

ATTACHMENTS
NRC Survey Results Report
Comparison of Impacts Chart

City of Aspen

2011 Transportation Survey Results

May 2011

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EXECUTIVE SUMMARY

Survey Background and Methods

To capture voter attitudes about potential transportation solutions to the Entrance to Aspen (ETA), the City of Aspen contracted with National Research Center, Inc. (NRC) to conduct a mailed survey of registered voters. The survey questions were designed to learn about voter values and concerns and to determine if different categories of voters (i.e., those who live in Aspen versus elsewhere in Pitkin County, long term versus short term residents, etc.) felt the same about potential solutions. While the various entryway options that have been discussed in the community were tested, support for different characteristics of potential solutions also was measured. The survey, in total, was created to provide guidance to decision-makers and to be used with other sources of information to inform a solution.

The 2011 Aspen Transportation Survey was mailed to 2,000 randomly selected registered voters in the City of Aspen and 1,936 randomly selected voters in Pitkin County (excluding Aspen). Approximately 6% of the mailed surveys were returned as undeliverable because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 3,707 households that received the survey, 1,739 respondents completed a survey, providing a response rate of 47%.

The margin of error is plus or minus 2.4 percentage points around any given percent for the entire sample (1,739 respondents). However, for comparisons among subgroups, the margin of error rises to approximately plus or minus 4% for sample sizes of 400 to plus or minus 10% for sample sizes of 100. The results were weighted to reflect the known age and gender of all Pitkin County registered voters, as well as the correct overall proportions of Aspen-only and Pitkin County (excluding Aspen) voters.

Survey Findings

High percent of voters weighed-in on Aspen entryway solutions

Two-thousand voters in Aspen and 1,936 in the rest of Pitkin County were randomly selected to participate in the survey. The response rate for the 2011 Aspen Transportation Survey was 47%, a strong response for a survey aimed at a single topic. The rate of response in Aspen (47%) was equal to that in the rest of Pitkin County (47%).

Voters agreed that traffic flow needs improvement

Voters were clear that they believed that ease of traffic flow was fair or poor in both summer and winter. They also indicated that summer and winter pedestrian and traffic safety were suboptimal. Ease of bus travel was thought to be excellent or good during summer and winter.

People wanted a change to reduce congestion and travel time, improve safety and air quality

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The vast majority of voters indicated that they would not be satisfied with leaving the entryway unchanged. About two-thirds of voters indicated that their top priorities for a change (ratings of "essential" or "very important") included reducing congestion, reducing travel time, improving pedestrian and auto safety, keeping the environment unharmed, making air quality better and sustaining Aspen's character.

Change to the entryway must happen relatively quickly

Almost three in four voters indicated that they felt it was important to complete the entryway "in a timely fashion."

Fewer concerned about impact on adjacent properties, minimizing use of open space, reducing noise or encouraging alternative mode travel

Less than a majority of voters rated the importance of these goals as essential or very important.

Reduce auto congestion by easing auto travel and improving alternative mode travel (but only if auto traffic is improved)

Most voters favored entryway improvements that helped both autos and encouraged public transportation. Few voters (5%) preferred a plan that improved public transportation but that did nothing to mitigate automobile traffic, while a noticeable minority (30%) favored a plan that focused only on auto traffic and not public transportation.

Dedicated bus and HOV lanes, roundabout and underpass were the most favored design elements

These three design elements, among seven described, were favored by a majority of voters. Design elements that were not supported by a majority of voters were leaving the current entryway alignment unchanged, dedicated lanes for bus only, a gondola connection and a light rail line.

Specific solution options not news to most, but many more were out of the loop

Voters were asked if they had heard of each of seven descriptions of proposed entryway solutions, using the wording that has become common in discussing the Entrance to Aspen. Just over half to two-thirds of voters had heard of each of the seven potential solutions.

Most wanted "4 Lanes"

Sixty percent of voters supported the "4 Lanes" option without separate bus lanes ("4 Lanes: This option is the same as the "Modified Direct Alternative", but without bus lanes"). Though "4 Lanes – Bus/HOV" also was supported by a majority of voters, more voters strongly opposed this option than strongly opposed the option without bus lanes. About the same percent supported "2 lanes for any type of vehicle in each direction," (62%) and a majority supported "1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic" (57%). However, the three lane alternative had fewer voters who strongly supported it (22%) compared to the number strongly supporting "2 lanes for any type of vehicle" (38%).

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More strongly opposed than strongly supported the "existing alignment with 3 or 4 lanes," "Split Shot," "Modified Direct," "Gondola" and no change.

Not only did no other solution than the "4 Lanes" option garner majority support, for all the rest, there were more voters in strong opposition than in strong support.

SURVEY BACKGROUND

Survey Purpose

Aspen City Council, staff and interested citizen groups have been discussing and debating appropriate solutions to congestion that occurs in and around the S-curves at the Highway 82 entryway from Buttermilk to Aspen, or better known as the Entrance to Aspen (ETA). Much has been written about the options and many public events have occurred to convey information and to gather input and perspectives from Aspen residents and others who would be affected by modifications to the right-of-way. This is the first scientific survey of Aspen residents and residents of Pitkin County outside of Aspen. The survey was conducted to determine what residents think about the current situation, what their priority goals would be if modifications to the current alignment were inaugurated and what their preferences are with regard to possible design elements and the goals for potential changes. The common jargon for each of seven proposed solutions was used but so was other wording to gauge support for solutions. More than one question addressed similar options so that more than one window into resident opinion could be viewed. The expectation for the survey was that clarity would emerge to the extent that voters, in the aggregate, noticeably favored one solution or one set of design options more than another, and that voter sentiment would show clear priorities for goals of any entryway change.

Although City staff helped to structure the survey so that responses would maximize the likelihood that the results would meet the needs of Aspen City Council, survey research professionals from National Research Center, Inc. (NRC), an independent survey research firm located in Boulder, CO, took the lead in creating the survey questionnaire, designing the sampling plan, choosing the survey methods, analyzing the data and reporting the results. The survey is not intended as a facsimile vote nor as a simplistic opportunity to "pick your favorite" option. It is part of a policy study to help stakeholders understand the preferences of a random sample of Pitkin County (including Aspen) residents. As with virtually every local policy question that employs scientific surveys, the survey results provide a unique context for decisions that rest on myriad inputs.

Survey Administration

The 2011 Aspen Transportation Survey was administered by mail to a representative sample of approximately 4,000 registered voters – 2,000 in the City of Aspen and 1,936 in Pitkin County (excluding Aspen). Each selected household received three mailings beginning in March 2011. Completed surveys were collected over the following five weeks. The first mailing was a prenotification postcard announcing the upcoming survey. Over the following two weeks, the survey mailings were sent to voters, containing a letter from Mayor Ireland inviting the household to participate in the survey, a three-page questionnaire and postage-paid return envelope. The survey instrument itself appears in *Appendix H: Survey Instrument*.

About 6% of the postcards were returned as undeliverable because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 3,707 households that received the survey, 1,739 respondents completed a survey, providing a response rate of 47%.

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Survey results were weighted so that the gender, age and geographic area (Aspen-only versus Pitkin County) of respondents were represented in the proportions reflective of the entire Pitkin County voter population. (For more information see *Appendix B: Survey Methodology*.)

How the Results are Reported

For the most part, frequency distributions (the percent of respondents giving each possible response to a particular question) are presented in the body of the report. In addition, the "percent positive" also is reported for most questions in the report body tables and charts. The percent positive is the combination of the top two most positive response options (i.e., "excellent" and "good," "strongly support" and "somewhat support," "essential" and "very important").

On many of the questions in the survey, respondents could give an answer of "don't know." The proportion of respondents giving this reply is shown in the full set of responses included in *Appendix C: Complete Set of Survey Frequencies*. However, these responses have been removed from the analyses presented in the body of the report. In other words, the majority of the tables and graphs in the body of the report display the responses from respondents who had an opinion about a specific item. When a large percentage of residents (20% or more) chose "don't know," it is noted in the tables and text.

For some questions, respondents were permitted to select multiple responses. When the total exceeds 100% in a table for a multiple response question, it is because some respondents are counted in multiple categories. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of rounding percentages to the nearest whole number.

Precision of Estimates

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus 2.4% around any given percent reported for the entire sample (1,739). For comparisons among subgroups, the margin of error rises to approximately plus or minus 4% for sample sizes of 400 to plus or minus 10% for sample sizes of 100.

Comparing Survey Results by Geographic and Demographic Subgroups

Survey results were compared by demographic characteristics of survey respondents and by geographic area (City of Aspen and Pitkin County, excluding Aspen). These crosstabulations are discussed throughout the report. The full sets of demographic and geographic comparisons are presented in the following appendices: *Appendix D: Crosstabulations of Results by Respondent Characteristics*, *Appendix E: Crosstabulations of Results by Geography* and *Appendix F: Crosstabulations of Results by Commuter Status*.

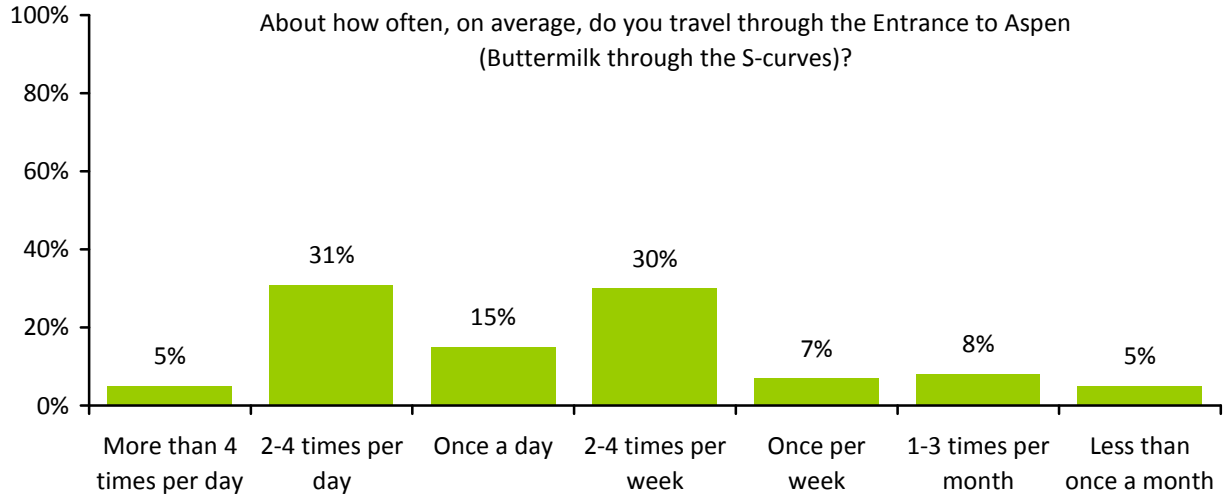
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SURVEY RESULTS

Respondent Profile

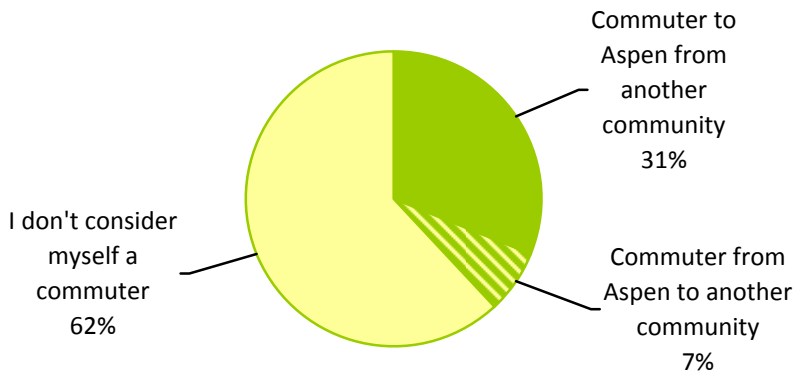
Respondents represented Aspen and Pitkin County voters in the same percentages that occur in the overall population – 60% from Aspen; 40% from Pitkin County outside of Aspen. Over a third of respondents frequently traveled through the entrance to Aspen – twice per day or more. Just over 1 in 10 respondents were relatively infrequent travelers of this route, passing through the entryway three times per month or less. The rest of the respondents – just over half – traveled through the entryway between once a day and once a week.

Figure 1: Frequency of Travel through the Entrance to Aspen



While most of the respondents did not consider themselves to be commuters (62%), close to a third (31%) considered themselves to be in-commuters to Aspen and 7% thought of themselves as out-commuters.

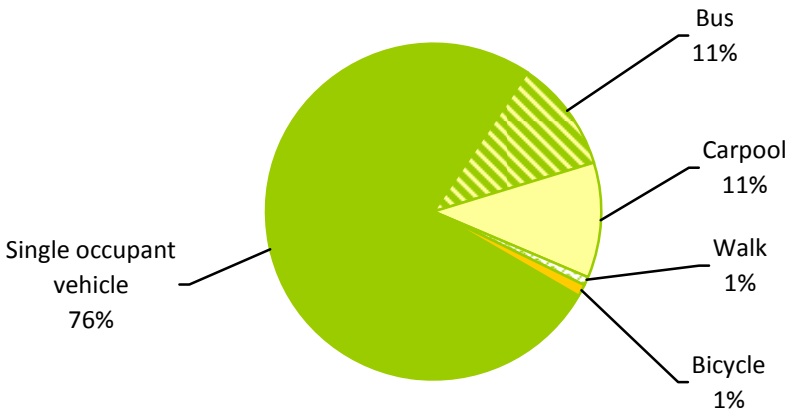
Figure 2: Commuter Status



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Among the commuters, about three in four primarily commuted in a single occupant vehicle. Just over 1 in 10 took the bus and another 1 in 10 carpooled.

Figure 3: Primary Commuting Mode



Asked only of those who reported that they were a commuter in Question 2.

Respondents were long term Aspen or Pitkin County residents with three-quarters of respondents having lived there more than 10 years and, as would be expected for voters, most were home owners (81%). About two-thirds of respondents lived in market rate housing (owned or rented) while about a third lived in employee or subsidized housing. Just under 60% of respondents lived west of the roundabout (down valley) with the rest living up valley. The majority of respondents were between 45 and 64 years of age (51%); 28% were under age 45 and 22% were age 65 and older. Women and men were represented in approximately equal proportions.

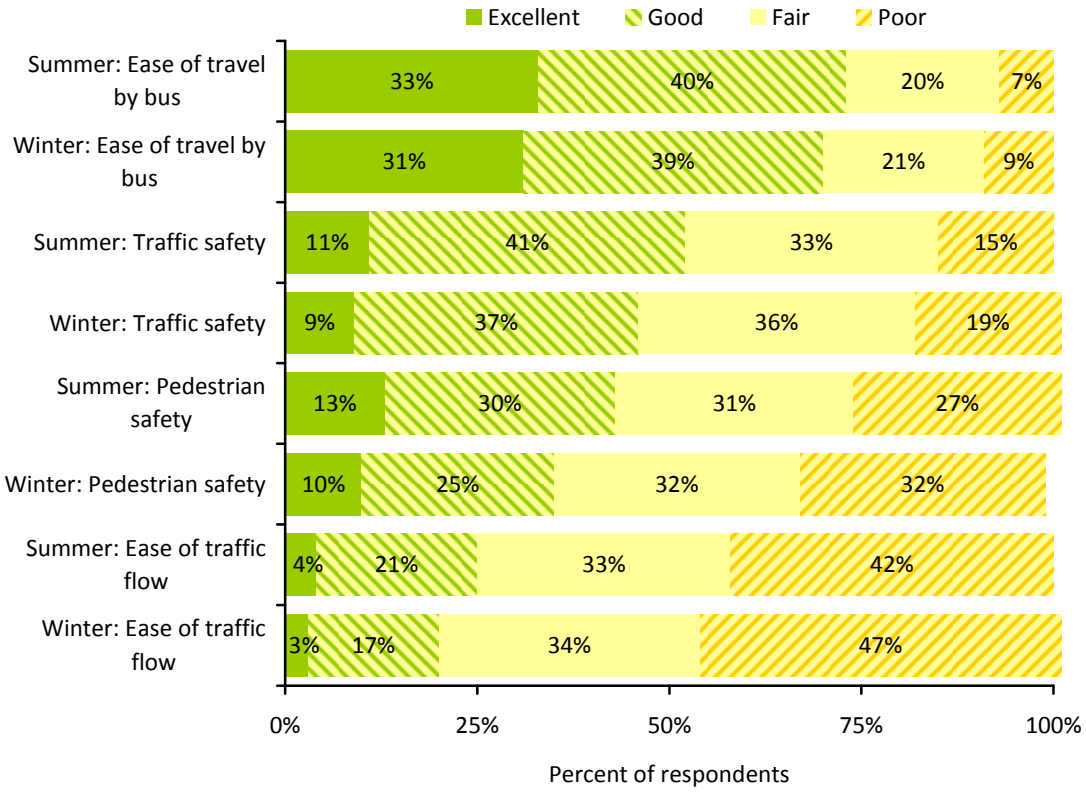
Perceptions of the Current Entryway

Voters were asked their opinion about the traffic congestion and safety, ease of bus travel and pedestrian safety for both summer and winter. Opinions about conditions through the S-curves were roughly similar for winter and summer travel. Traffic flow was considered to be fair or poor by over three-fourths of voters, whether in the summer or winter, but winter traffic was thought to be worse by a small margin. Bus travel, whether in summer or winter, was considered to be good or better by 7 in 10 voters. Traffic safety was felt to be better than pedestrian safety, regardless of the season, and safety for traffic and pedestrians was somewhat more compromised in the winter than in the summer. A majority or close to a majority considered safety for traffic and pedestrians to be fair or poor summer and winter.

It should be noted that about one-quarter of voters selected "don't know" when rating the ease of summer and winter bus travel in the Entrance to Aspen. Results presented in the report body are for those who had an opinion. A full set of responses for each question, including "don't know" can be found in *Appendix C: Complete Set of Survey Frequencies*.

Responses to this question were compared by respondent demographic characteristics. Older women and men (age 35+) and those who lived in the area longer (over 10 years) generally considered the traffic and safety problems at the S-curves to be worse than did younger voters (18-34) and those who lived in the area 10 years or less (see *Appendix D: Crosstabulations of Results by Respondent Characteristics* for more detail). Voters in the City of Aspen and the rest of Pitkin County, by and large had similar perspectives about the items in this question. However, voters in Aspen gave slightly more positive ratings than voters in Pitkin to the ease of traffic flow during summer and winter (see *Appendix E: Crosstabulations of Results by Geography*).

Figure 4: Ratings of Traffic Flow, Ease of Travel and Safety in the Entrance to Aspen



Support for Change

Among Pitkin County and Aspen voters, there was little equivocation about whether change at the S-curves was needed. Sixty percent of voters strongly supported change to improve traffic at the S-curves and only 10% strongly opposed such a change. At the same time, about half the voters were strongly opposed to leaving the entrance to Aspen as it is.

When responses were compared by the location of households in relation to the roundabout, more residents living upvalley than downvalley were okay with leaving the entrance as it is, though change was still the preferred option for the vast majority of upvalley voters (see *Appendix D: Crosstabulations of Results by Respondent Characteristics* for more detail).

The vast majority of voters in both the City of Aspen and the rest of Pitkin favored changing the entryway to improve traffic and only a minority favored leaving the entryway as it is. Still, the support for change was not as strong in Aspen as it was in the rest of the county. Likewise, the support for leaving the entryway as it is was somewhat more prevalent in Aspen than in the rest of the county (see *Appendix E: Crosstabulations of Results by Geography*).

Figure 5: Ratings of Support for or Opposition to Options for the Entrance to Aspen

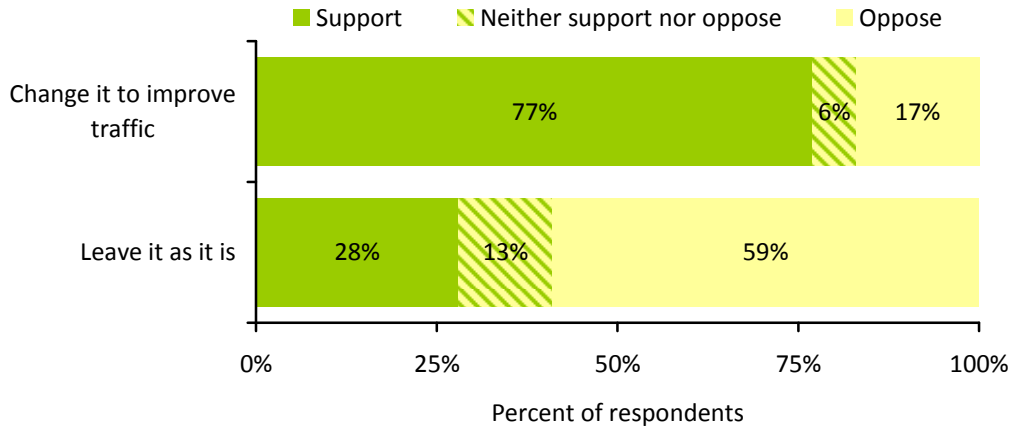


Figure 6: Support for or Opposition to Options for the Entrance to Aspen

Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Total	Percent "strongly" or "somewhat" support
Change it to improve traffic	10%	7%	6%	17%	60%	100%	77%
Leave it as it is	45%	14%	13%	10%	19%	100%	28%

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Anticipated Process and Outcomes of the ETA Change

Voters were asked to imagine that the decision to improve the Entrance to Aspen was made. They were then asked to rate the importance of each of 14 goals for roadway improvement to the entryway. Although all 14 characteristics were felt to be essential or very important by a meaningful percent of residents, the differences in ratings were large, providing a clear set of voter value priorities.

The most important goal of any entryway improvement was to reduce traffic congestion, reported to be essential or very important by four in five registered voters. Completing improvements in a timely fashion was the next most important characteristic, found to be essential or very important by three in four voters, followed by reducing travel time. The characteristics of improvement felt to be important by the fewest voters were noise reduction, minimizing impacts on adjacent properties, minimizing use of open space and encouraging use of alternative modes of travel (such as bus, bike or rail), the only four characteristics that a majority of residents did not find to be essential or very important.

Importance ratings for each improvement goals were compared by respondent demographics and geographic location. More renters favored encouraging alternative modes than did owners. Relative newcomers (residents of the area 10 years or less), in greater numbers than residents with more local longevity, felt it important to minimize use of open space, minimize impacts on the environment, encourage alternative mode travel and maintain Aspen's character. Non-commuters also were more concerned with these characteristics of a solution than were commuters.

Upvalley voters and those downvalley identified traffic congestion reduction to be the primary concern related to the S-curves; however, more upvalley voters were concerned about maintaining Aspen's character than were those living downvalley. Fewer upvalley voters were concerned about reducing travel time than were downvalley voters. Concerns about impacts on adjacent properties, impacts on tourism, minimizing use of open space, encouraging alternative travel modes and noise were expressed in greater numbers by those living upvalley than those living downvalley, although the rank order of importance for the 14 possible improvement goals was very similar for both groups (see *Appendix F: Crosstabulations of Results by Commuter Status* for more detail).

Generally, City of Aspen residents tended to give lower ratings to the importance of reducing traffic congestion, reducing travel time and improving traffic safety than did those living in the rest of Pitkin County, although these improvement goals were seen as some of the most important for both groups. A higher proportion of respondents residing in Aspen believed it was important to minimize the impacts on the environment and use of open space, reduce noise and maintain the Aspen's character than did those living outside the city limits. (See *Appendix E: Crosstabulations of Results by Geography* for more information on these results.)

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Figure 7: Ratings of Importance of Improvement Goals to the Entrance to Aspen

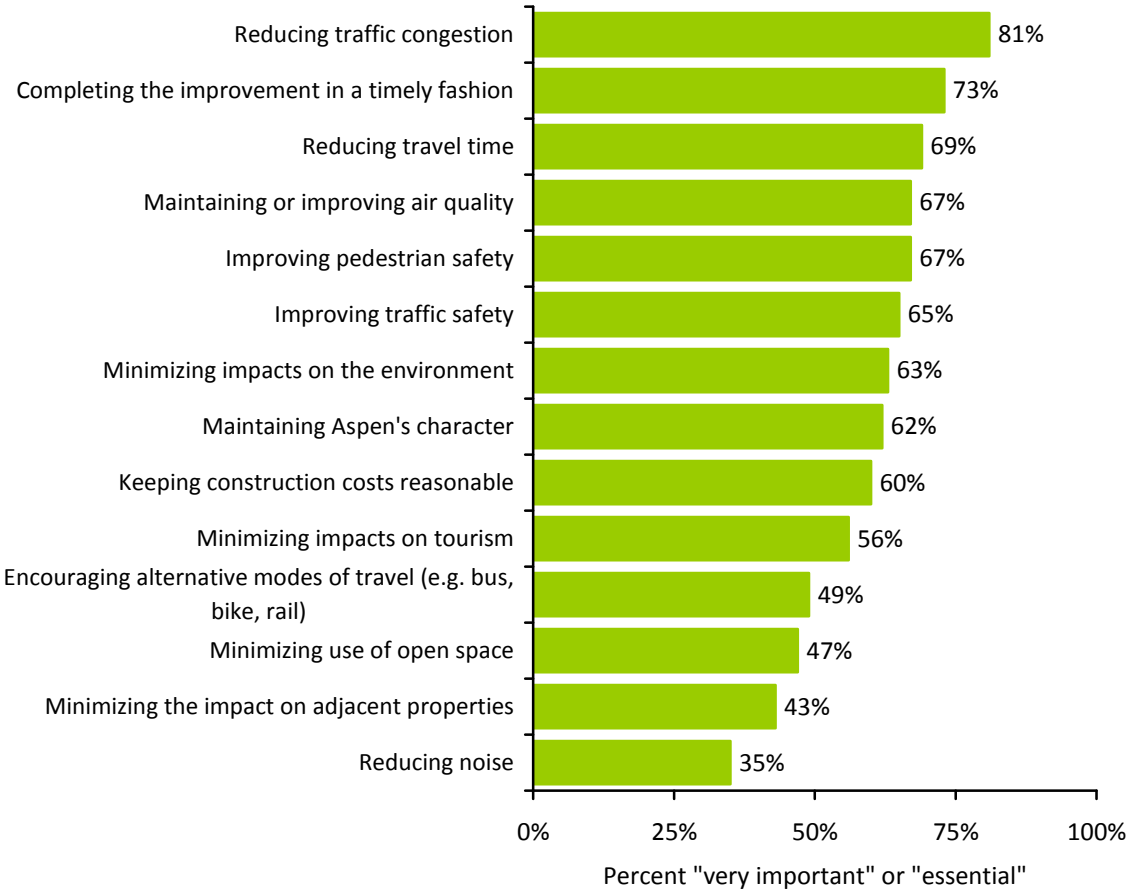


Figure 8: Importance of Improvement Goals to the Entrance to Aspen

Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	Not at all important	Somewhat important	Very important	Essential	Total
Reducing traffic congestion	5%	14%	34%	47%	100%
Completing the improvement in a timely fashion	5%	22%	40%	33%	100%
Reducing travel time	9%	22%	36%	33%	100%
Maintaining or improving air quality	9%	25%	34%	32%	100%
Improving pedestrian safety	7%	26%	33%	34%	100%
Improving traffic safety	7%	28%	36%	29%	100%
Minimizing impacts on the environment	9%	29%	32%	30%	100%
Maintaining Aspen's character	14%	24%	25%	37%	100%
Keeping construction costs reasonable	11%	30%	36%	23%	100%
Minimizing impacts on tourism	13%	32%	34%	22%	100%
Encouraging alternative modes of travel (e.g. bus, bike, rail)	22%	28%	25%	24%	100%
Minimizing use of open space	22%	31%	23%	25%	100%
Minimizing the impact on adjacent properties	19%	39%	26%	17%	100%
Reducing noise	22%	43%	24%	12%	100%

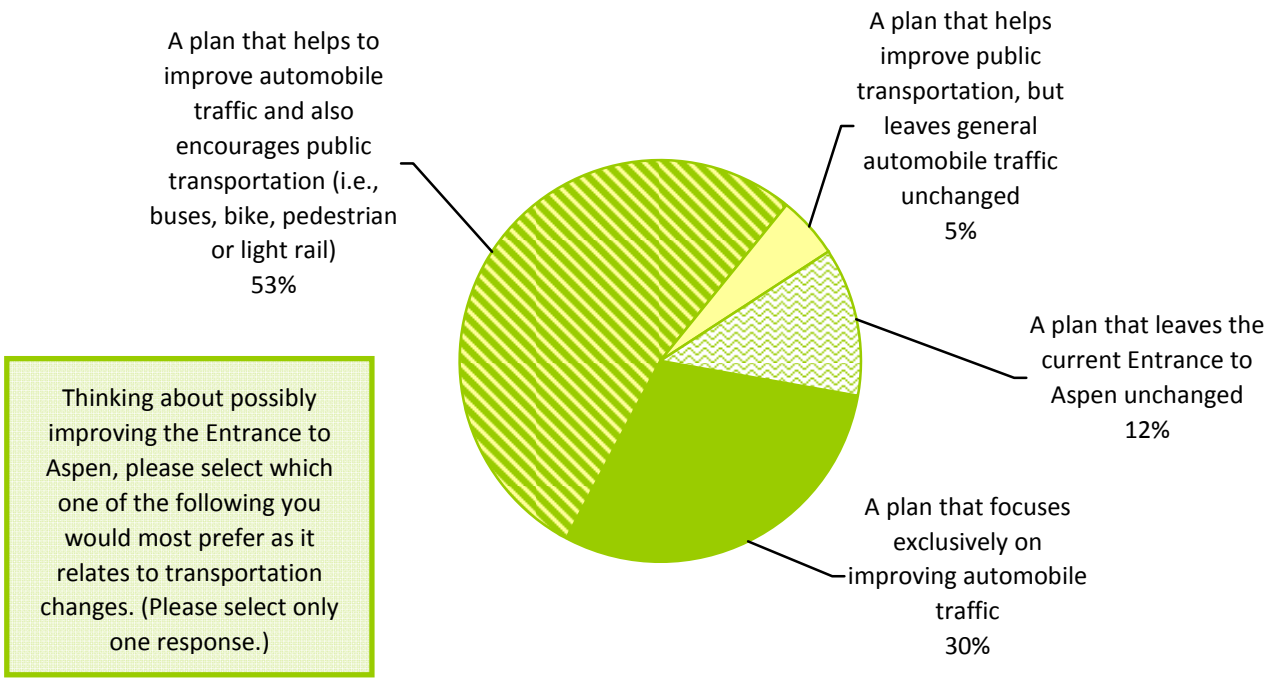
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When residents were asked to select among four options for the outcome of changing the Entrance to Aspen, the majority (53%) selected a plan that focused on improving auto traffic at the same time that it improved public transportation. Bus travel alone was supported by only 5% of voters, while 30% of voters favored a plan that would improve auto traffic even if alternative mode travel was not improved. Twelve percent of voters favored a plan of no change.

Though the rank order of preferences was the same for longer term residents and relative newcomers, more old time residents preferred a transportation plan that focused exclusively on improving auto traffic and fewer "old timers" compared to "newcomers" supported a plan that favored auto but also encouraged public transit. Commuters also were more supportive of an auto-only solution compared to those who did not commute (see *Appendix D: Crosstabulations of Results by Respondent Characteristics* and *Appendix F: Crosstabulations of Results by Commuter Status* for more detail).

While similar proportions of those living in the City of Aspen and the rest of Pitkin County desired a transportation plan that involved improving traffic while encouraging public transit, Aspen voters were nearly three times more likely to favor a plan that leaves the current entrance to Aspen intact than were voters living in other parts of the county. (*Appendix E: Crosstabulations of Results by Geography*).

Figure 9: Preference for Transportation Changes



Prepared by National Research Center, Inc.

Seven possible elements or design features of a modified entryway were presented to voters to gauge their support for or opposition to each. Three of the seven features gained the support of a slim majority of voters: dedicated lanes for buses and multiple occupancy cars; a roundabout and an underpass. Half of voters opposed an entrance alignment that followed the current roadway and a gondola solution. Features that included dedicated lanes for buses only or a light rail line were supported and opposed by similar percents (each less than a majority).

Renters were more supportive of elements that included some form of public transit (e.g., dedicated lanes for buses only, light rail and a gondola) than were homeowners (see *Appendix D: Crosstabulations of Results by Respondent Characteristics*). Overall, voters living in Aspen and the rest of the county voiced a similar degree of support for each of the potential elements. However, more Aspen voters, than those residing in other areas of Pitkin County, supported leaving the current entrance alignment unchanged (see *Appendix E: Crosstabulations of Results by Geography*).

Figure 10: Ratings of Support for or Opposition to New Potential Elements to the Entrance to Aspen

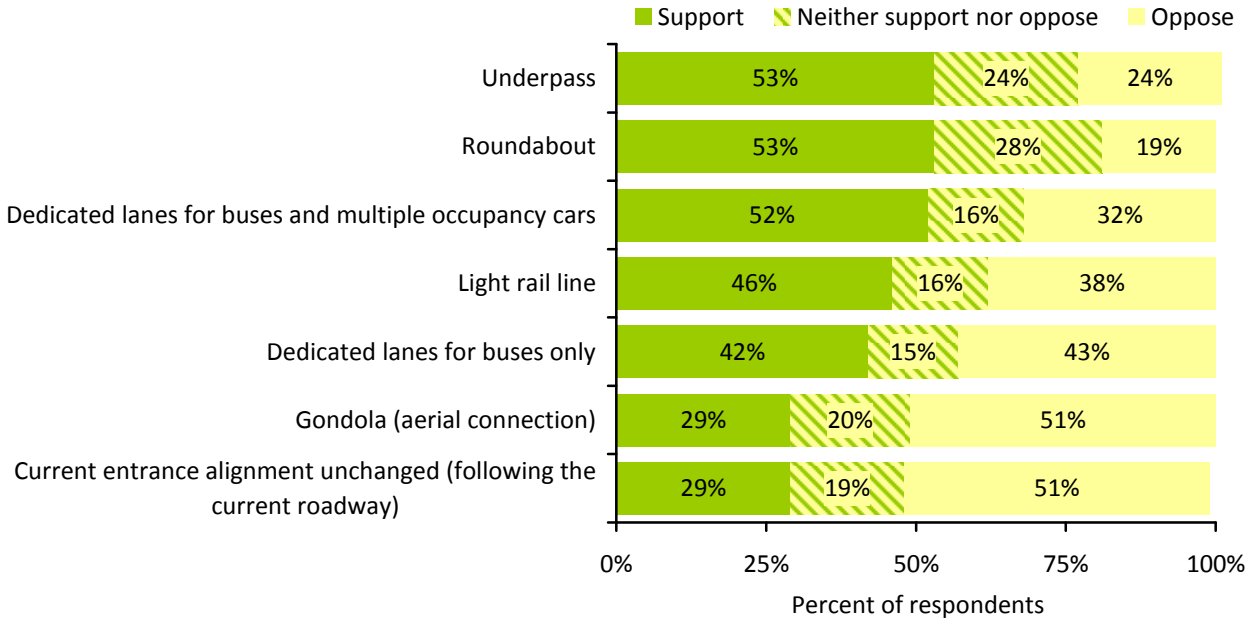


Figure 11: Support for or Opposition to New Potential Elements to the Entrance to Aspen

Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Total	Percent "strongly" or "somewhat" support
Underpass	16%	8%	24%	28%	24%	100%	53%
Roundabout	11%	8%	28%	28%	25%	100%	53%
Dedicated lanes for buses and multiple occupancy cars	16%	16%	16%	29%	23%	100%	52%
Light rail line	29%	9%	16%	20%	27%	100%	46%
Dedicated lanes for buses only	26%	18%	15%	22%	20%	100%	42%
Gondola (aerial connection)	40%	11%	20%	14%	15%	100%	29%
Current entrance alignment unchanged (following the current roadway)	37%	14%	19%	10%	19%	100%	29%

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With the short hand nomenclature of the planning discussion publicized over many prior months, voters were asked if they recognized each of the possible entryway transportation solutions. A majority indicated that they had heard of each proposed solution prior to receiving the survey, at the same time between a third and almost a half were new to these descriptions (see *Figure 12*). The three most recognized solutions were identified as the "4 Lanes", "4 Lane – Bus/HOV" and "Split Shot," all characterized as including four lanes that cut across a portion of the Marolt/Thomas Open Space. The "4 Lanes" and "4 Lanes – Bus/HOV" were said to be the same as the "Modified Direct Alternative," with alignment that would slightly alter the course of the current lanes but the "4 Lanes" alternative had no bus option while the "4 Lanes – Bus/HOV" had two unrestricted lanes and two lanes for Bus/HOV traffic. Two-thirds of voters reported having heard of these three alternatives.

Close to the same percent (64%) reported having heard of the "Modified Direct Alternative" with two lanes for cars and two for buses or two lanes for cars and light rail in a modified alignment. Slightly fewer voters, but still a majority (60%) had heard of two options that kept the current alignment; one solution with three lanes and one with four lanes. The least recognized option, still having been heard of by about half (53%), was the "Gondola (aerial connection)" solution.

Upvalley voters and those living in the area more than 10 years were more likely to have heard about each of the entryway solutions than were voters downvalley or those who had lived in the area 10 years or less (see *Appendix D: Crosstabulations of Results by Respondent Characteristics*). A higher proportion of City of Aspen voters were more likely to have heard about each of the proposed solutions than were voters living outside of the city (see *Appendix E: Crosstabulations of Results by Geography*).

Figure 12: Awareness of Different Proposed Solutions to the Entrance to Aspen

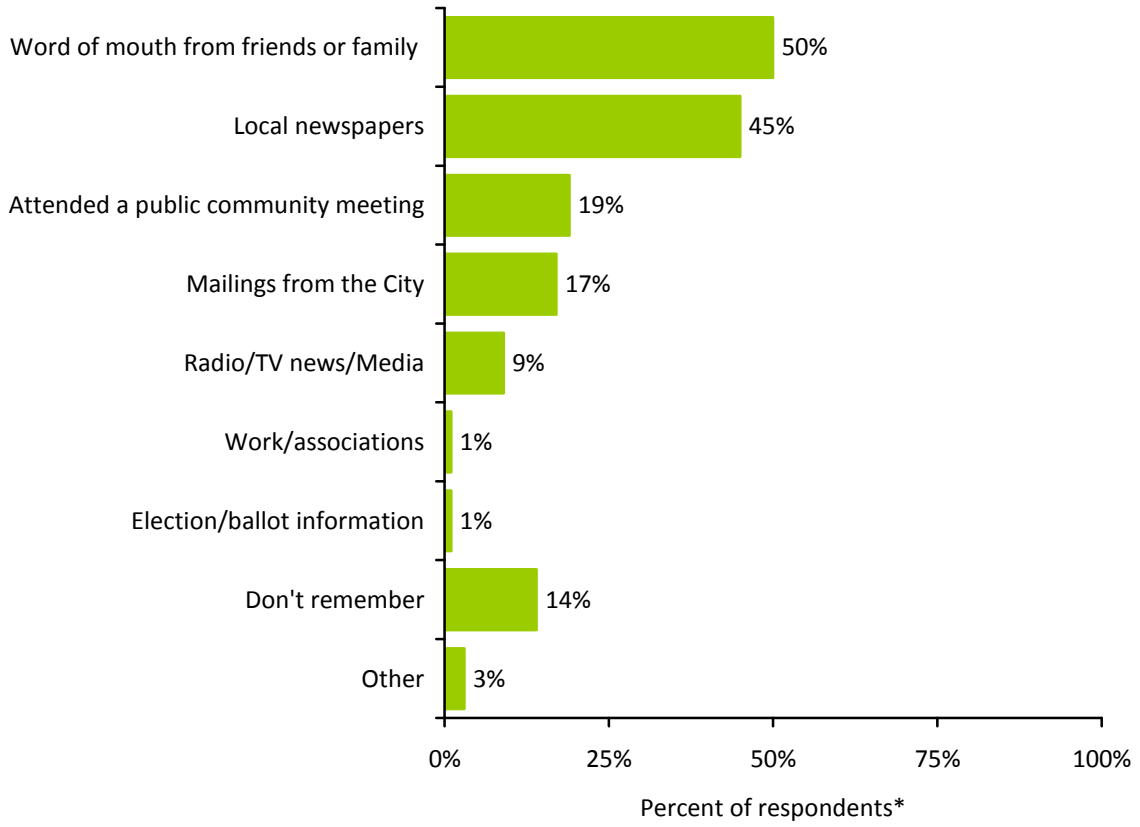


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Voters who had heard of any of the proposed solutions were provided a list of information sources and asked to indicate where they had heard about the various solutions. Respondents also were given the opportunity to write, in their own words, "other" information sources not listed on the survey. These verbatim responses were coded by NRC researchers and grouped into categories. Four new sources of information arose out of the "other" comments: newspapers; radio/TV news/media; work/associations; and election/ballot information.

Of those who had heard of any of the seven proposed Entrance to Aspen solutions, most voters reported that their sources of information about the entryway solutions were word of mouth from family or friends (50%) and local newspapers (45%). One in five mentioned having heard of at least one of the proposed solutions by attending a public community meeting and receiving mailings from the City. One in 10 voters or fewer noted that they had heard through the radio, TV news or media (9%); work or associations (1%); or election coverage. Fourteen percent of voters said that they did not remember where they had heard of any of the solutions and 3% cited a variety of "other" information sources. (A list of all "other" responses written in by respondents can be found, verbatim, in *Appendix G: Verbatim Responses to Open-ended Questions*.)

Figure 13: Sources of Information about Proposed ETA Solutions



**Total may exceed 100% as respondents could select more than one option. Percentages represent those who had heard of any of the solutions listed in question 9.*

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Solution Preferences

Respondents were presented a list of proposed solutions that were outlined using the short hand naming convention from the public discourse about those solutions. This list included: "No change to the existing entrance." Respondents were asked to register their support for, or opposition to, each of the proposed solutions.

The option supported by most residents was the "4 Lanes" solution (60%) followed by the "4 Lanes – Bus/HOV" (51%, see *Figure 14*). These were the only two options that were supported by a majority of voters. While the difference between support for the "4 Lanes" and "4 Lanes – Bus/HOV" options was nine percentage points, the percent of those who strongly supported the "4 Lanes" option was double the percent that strongly supported the "4 Lanes – Bus/HOV" option (36% vs. 18%). The percent that strongly opposed the "4 Lane" option (18%) were the fewest to give strong opposition among the options, and were half of the percent (36%) that strongly supported "4 Lanes." The percent that strongly opposed "4 Lanes – Bus/HOV" was greater than the percent that strongly supported it (21% strongly opposed versus 18% strongly supported), and this pattern was true for every option except "4 Lanes." For all options but the "4 Lanes," more voters strongly opposed than strongly supported them.

When comparing the amount of support for each proposed solution across geographic and demographic subgroups, the same top solutions were indicated by City of Aspen and Pitkin County (excluding Aspen) voters: "4 Lanes" and "4 Lanes – Bus/HOV." For newcomers (those living in the area 10 years or less), "4 Lanes" was supported less than "4 Lanes – Bus/HOV" and the "Modified Direct Alternative," but old timers (those residing in the County for more than 10 years) favored "4 Lanes" and "4 Lanes – Bus/HOV" as the first and second options. More commuters favored "4 Lanes" than did non-commuters, but for both groups, "4 Lanes" was the first choice. Though still a minority, voters living in the City of Aspen were twice as likely to support "no change to the existing entrance" as was even a smaller minority of those living in other areas of the county. (See *Appendix D: Crosstabulations of Results by Respondent Characteristics*, *Appendix E: Crosstabulations of Results by Geography* and *Appendix F: Crosstabulations of Results by Commuter Status* for more information about these comparisons).

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Figure 14: Ratings of Support for or Opposition to Proposed Solutions to the Entrance to Aspen

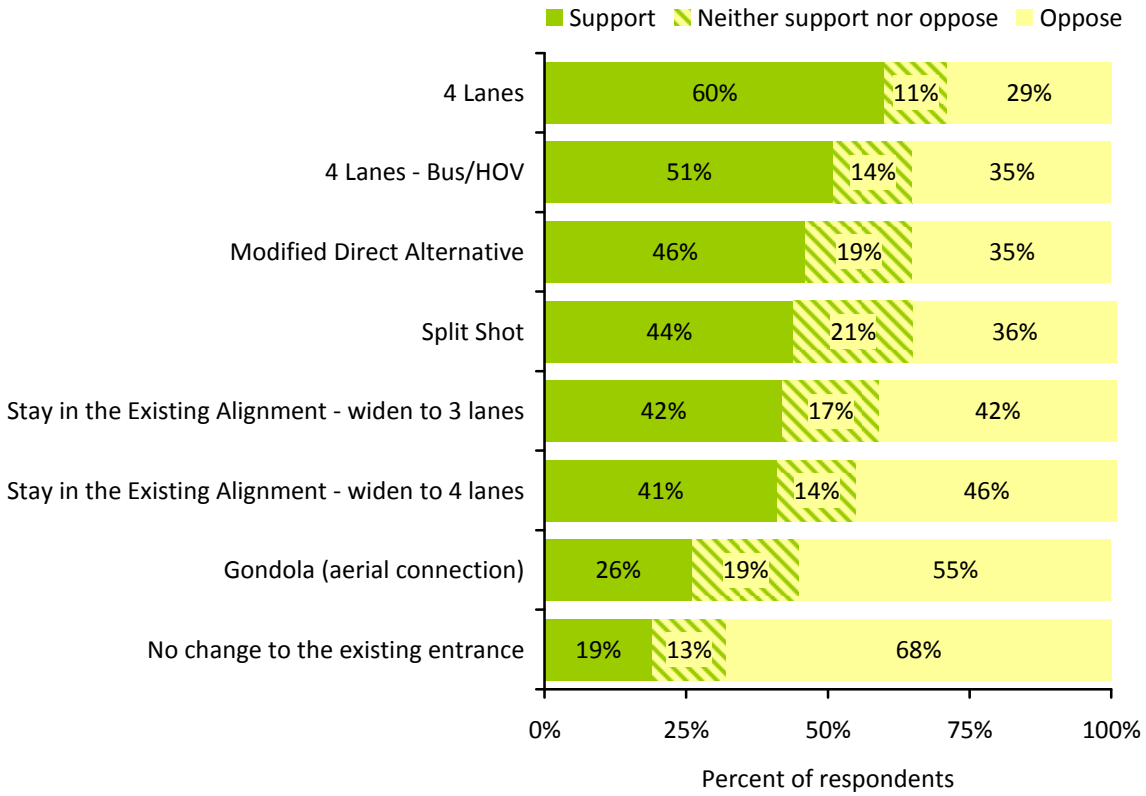


Figure 15: Support for or Opposition to Proposed Solutions to the Entrance to Aspen

Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Total	Percent "strongly" or "somewhat" support
4 Lanes	18%	11%	11%	24%	36%	100%	60%
4 Lanes - Bus/HOV	21%	14%	14%	33%	18%	100%	51%
Modified Direct Alternative	22%	13%	19%	30%	16%	100%	46%
Split Shot	22%	14%	21%	28%	16%	100%	44%
Stay in the Existing Alignment - widen to 3 lanes	27%	15%	17%	27%	15%	100%	42%
Stay in the Existing Alignment - widen to 4 lanes	29%	16%	14%	25%	16%	100%	41%
Gondola (aerial connection)	42%	13%	19%	14%	12%	100%	26%
No change to the existing entrance	54%	14%	13%	7%	12%	100%	19%

To discover if those more in tuned to the debate had different opinions than relative novices, findings were tested to determine if having heard of an option influenced the support given to it. Although there were some differences, the order of support was generally aligned with the self-reported knowledge of the voter.

While those who had not heard of a particular option were less supportive of it than those who had heard of the option, both groups gave top priority to "4 Lanes," followed by "4 Lanes – Bus/HOV." For both groups, the least favored option was the "Gondola (aerial connection)." The "Split Shot" was supported by a much smaller percent (30%) of those who had not heard of it than the percent that favored the "Split Shot" among those who had heard of it before (50%). The "Split Shot" was ranked third among the solutions by the voters who had heard of it before, but it was ranked second from the bottom (6th) among those who had not heard of it.

Figure 16: Percent Support for by Awareness of Each Proposed Solution

Please indicate to what extent you would support or oppose each of the following proposed solutions.	Please indicate whether you have heard of each of the proposed solutions.			
	Have heard of it		Have not heard of it	
	Rank order	Percent	Rank order	Percent
4 Lanes	1	64%	1	51%
4 Lanes - Bus/HOV	2	55%	2	45%
Split Shot	3	50%	6	30%
Modified Direct Alternative	4	49%	3	39%
Stay in the Existing Alignment - widen to 3 lanes	5	46%	4	37%
Stay in the Existing Alignment - widen to 4 lanes	6	43%	4	37%
Gondola (aerial connection)	7	27%	7	25%

Voters also were asked to indicate their support for, or opposition to, potential modifications to the entryway based on solution descriptions that did not use nicknames developed from prior planning discussions. The intent of this question was to evoke perspectives about core aspects of possible solutions that would not be colored by connotations that may have been linked to the publicized wording used to describe solutions in the past.

Of the five possible solutions related to lane changes, a majority of voters indicated that they supported the two options that would permit unrestricted vehicles to travel on two lanes during (at least) rush hour: two lanes for any type of vehicle in each direction (62% somewhat or strongly support); or one lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic (57% somewhat or strongly support). The magnitude of the difference in support for these two options is somewhat masked by summing the percents of those who somewhat and strongly support. In the case of the two lane option for any type of vehicle in each direction, there were many more voters who selected "strongly support" (38%) than those who selected "strongly support" for one lane for any type of vehicle in each direction with a middle (3rd) lane (22%) – the other option supported by a majority.

While strong opposition for the two lane option was least (12%) among all options, it was not much less than the strong opposition to the three lane alternative (16%). However, the ratio of those who strongly supported versus those who strongly opposed was much greater for the two lane option (more than three to one) than the three lane option (somewhat over one to one). More voters strongly opposed the remaining three other lane-related options than strongly supported them.

This set of options also tested voter interest in leaving the current configuration unchanged, or increasing bus service but without any new construction. There was little support for either option and considerable opposition to both. Two design features were asked about for a second time and had similar results as the first: there was slim majority supporting a roundabout or underpass at Cemetery Lane (54% support) and the same percentage (54%) opposed a gondola (aerial connection) between Buttermilk and Rubey Park.

Levels of support for different potential modifications to the entrance to Aspen were compared by respondent geographic area. Generally, City of Aspen voters and those living in other areas in Pitkin County supported most of the potential modifications in similar amounts. However, as seen in the responses to some of the other questions, a higher percentage of Aspen voters were in support of no new construction at the entrance than were those in the rest of the county. Residents not living in Aspen-proper were more likely to favor "two lanes for any type of vehicle in each direction," while those residing within the Aspen City limits tended to be more supportive of one lane for cars and one land for buses only in each direction. For voters in both locations, the two options supported by most, and a majority of voters were " two lanes for any type of vehicle in each direction" and " 1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic" (see *Appendix E: Crosstabulations of Results by Geography*).

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Figure 17: Ratings of Support for or Opposition to Potential Modifications to the Entrance to Aspen

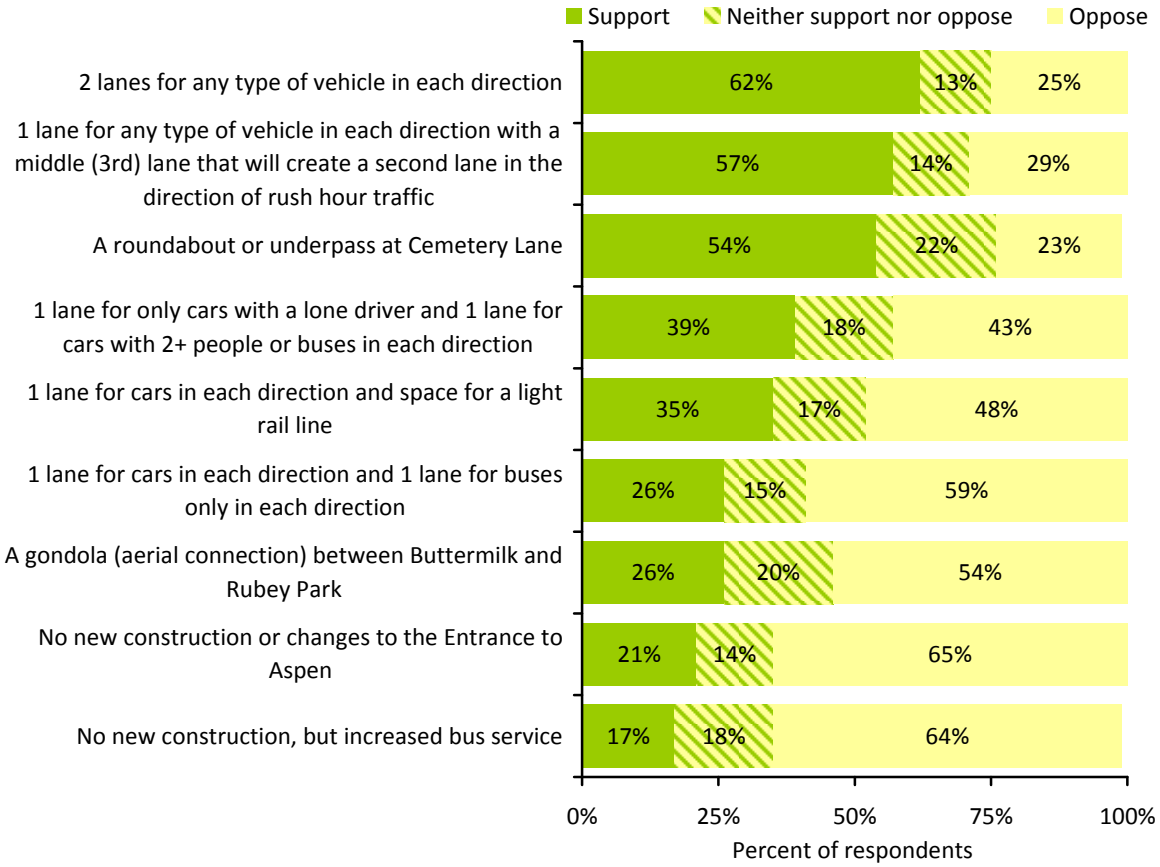


Figure 18: Support for or Opposition to Potential Modifications to the Entrance to Aspen

Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Total	Percent "strongly" or "somewhat" support
2 lanes for any type of vehicle in each direction	12%	13%	13%	24%	38%	100%	62%
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	16%	13%	14%	35%	22%	100%	57%
A roundabout or underpass at Cemetery Lane	13%	11%	22%	31%	24%	100%	54%
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	23%	20%	18%	28%	10%	100%	39%
1 lane for cars in each direction and space for a light rail line	34%	14%	17%	20%	15%	100%	35%
1 lane for cars in each direction and 1 lane for buses only in each direction	33%	26%	15%	19%	7%	100%	26%
A gondola (aerial connection) between Buttermilk and Rubey Park	41%	13%	20%	14%	13%	100%	26%
No new construction or changes to the Entrance to Aspen	50%	15%	14%	7%	13%	100%	21%
No new construction, but increased bus service	46%	18%	18%	10%	7%	100%	17%

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APPENDIX A: RESPONDENT CHARACTERISTICS

Characteristics of the survey respondents are displayed in the tables in this appendix.

Respondent Geographic Area of Residence		
	Percent of respondents	Number of respondents
City of Aspen	60%	1036
Pitkin County (excluding Aspen)	40%	703
Total	100%	1739

Respondent Length of Residency		
About how long have you lived in Aspen/Pitkin County?	Percent of respondents	Number of respondents
Fewer than six months	0%	4
6 to 11 months	1%	26
1-2 years	2%	43
3-5 years	7%	121
6-10 years	12%	214
More than 10 years	76%	1324
Total	100%	1732

Respondent Housing Status		
Which best describes your housing status?	Percent of respondents	Number of respondents
Housing obtained in the free market (either rent or own)	63%	1074
Live in employee/affordable housing (either rent or own)	32%	552
Other	5%	89
Don't know	0%	2
Total	100%	1717

Respondent Tenure		
Do you rent or own your home?	Percent of respondents	Number of respondents
Rent	19%	321
Own	81%	1388
Total	100%	1710

Location of Residence in Relation to the Roundabout		
Which of the following best describes where you live?	Percent of respondents	Number of respondents
East (upvalley) of the roundabout	43%	734
West (downvalley) of the roundabout	57%	975
Total	100%	1709

Respondent Age		
In which category is your age?	Percent of respondents	Number of respondents
18-24 years	1%	18
25-34 years	13%	224
35-44 years	14%	236
45-54 years	24%	412
55-64 years	27%	460
65-74 years	16%	276
75-84 years	5%	78
85 years or older	1%	19
Total	100%	1723

Respondent Gender		
What is your gender?	Percent of respondents	Number of respondents
Female	49%	831
Male	51%	876
Total	100%	1707

APPENDIX B: SURVEY METHODOLOGY

Survey Instrument Development

The development of the 2011 Aspen Transportation Survey started with questions that were designed for the 2007 Voices on the Entrance process. The goal was to develop a questionnaire that measured respondent preferences for each of the proposed transportation alternatives as well as respondent values surrounding transportation planning. A list of topics was generated for a new survey; questions were developed and modified to find those that were the best fit for the 2011 questionnaire. Through an iterative process between City staff and NRC staff, a new three-page questionnaire was created.

Sample Selection

In order to reduce the chance of surveying second-home owners, all residents who were registered to vote in Aspen and Pitkin County were eligible to participate in the 2011 Transportation Survey. A registered voter list was obtained in February 2011 from the Pitkin County Clerk and Recorder, which contained about 13,800 names of both active and inactive voters. (The County Clerk's Office constituted an "inactive" voter as a voter who had not voted in the past two general elections; they were still registered to vote but had not given notification of a move, death, etc.).

The voter list was "cleaned" in order to target active, registered voters in Aspen and Pitkin County. First, duplicate voters living in the same household (i.e., husband and wife) were removed to ensure that each household was represented only once in the sample; therefore, each household containing a registered voter would have the same likelihood of receiving a survey. Secondly, because of the high proportion of second homeowners in Pitkin County, surveys were mailed to the listed mailing address (where voters request their mail to be sent) instead of the physical street address to ensure that the survey reached the hands of the homeowner instead of a vacant household. Consequently, registered voters with mailing addresses outside of the United States were removed from the sample. Third, inactive voters were removed from the list once it was clear that there would be enough active voters to include in the sample. Finally, 2,000 active registered voters in Aspen were randomly selected and 1,936 Pitkin County (excluding Aspen) voters were randomly selected for a total sample of 3,936.

An individual within each household was selected using the birthday method. The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.

Survey Administration and Response Rate

The surveys were color-coded by the two geographic areas (Aspen proper and Pitkin County) prior to mailing so that responses could be tracked by area. Households received three mailings, one week apart beginning in March of 2011. Three contacts were sent to each sampled household to maximize the response rate and reduce non-response bias (i.e., the fact that some selected

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households will decline participation in the survey). Completed surveys were collected over the following five weeks. The first mailing was a prenotification postcard announcing the upcoming survey. The other two mailings contained a letter from Mayor Ireland inviting the household to participate, a questionnaire and self-mailing envelope. About 6% of the postcards were returned as undeliverable because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 3,707 households that received the survey, 1,739 respondents completed a survey, providing a response rate of 47%.

Confidence Intervals

The 95% confidence interval (or "margin of error") quantifies the "sampling error" or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within plus or minus 2.4 percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (potentially introducing non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

While the 95 percent confidence level for the survey is generally no greater than plus or minus 2.4 percentage points around any given percent reported for the entire sample (1,739), results for subgroups will have wider confidence intervals. Where estimates are given for subgroups, they are less precise. For each subgroup from the survey, the margin of error rises to as much as plus or minus 14% for a sample size of 50 to plus or minus 7% for 200 completed surveys.

Survey Processing (Data Entry)

Mailed surveys were returned to National Research Center, Inc. via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; staff would choose randomly two of the three selected items to be coded in the dataset.

Once all surveys were cleaned and assigned a unique identification number, they were entered into an electronic dataset. This dataset was subject to a data entry protocol of "key and verify," in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control (some of which are described below) also were performed.

The final phase of quality assurance was to identify any instances where a respondent may have completed and returned more than one survey. Through the investigation, no duplicate surveys were found. First, NRC examined the proportion of surveys that were "wave 1" (mailed one week after the prenotification postcard, 73%) versus "wave 2" (mailed two weeks after the

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prenotification postcard, 27%), which was tracked by NRC staff as surveys arrived. Through NRC's survey experience, it is generally found that about 30% of the total responses come from the second wave, and that proportion was even lower for this survey. Because three-quarters of the completed surveys were from the first wave, it is very unlikely that there were many, if any, surveys submitted by the same household.

Second, all survey packets were printed on colored paper and the surveys that were completed and returned were on paper of the same colors, indicating that no respondent photocopied a survey to submit on standard (white) stationery.

Finally, the dataset was analyzed to uncover any duplicate responses. Using the Statistical Package for the Social Sciences (SPSS) to check of the profile of responses, NRC researchers identified only four sets of surveys with identical responses for questions 1 through 12 on the survey and coming from the same geographic area (Aspen-only versus Pitkin County excluding Aspen). When responses for the four sets of surveys (a total of 9 surveys) were compared no duplicates were found. For example, one set had two surveys from the first mailing, which meant that even though the responses were the same, the surveys came from two different households so they could not be from the same respondent. Another example was that in a different set of duplicate response profiles for questions 1 through 12, one survey was from "wave 1" and one was from "wave 2", but the responses to some of the demographic questions were different (i.e., one was a renter and a woman and the other was an owner and a man). The handwriting on the hard copy of the surveys also was compared and the writing was determined to be different, so it was concluded that these surveys were not submitted by the same person. This kind of meticulous analysis was done for the other two sets of suspicious records.

While it cannot be said that it would have been impossible for one respondent to submit more than one survey, NRC researchers are confident that there was no "ballot stuffing" for this survey.

Weighting the Data

The demographic characteristics of the sample were compared to the registered voters list for the City of Aspen and Pitkin County (excluding Aspen) and were statistically adjusted to reflect the larger population when necessary. Sample results were weighted using the registered voter norms to reflect the appropriate percent of residents by age and gender in the Pitkin County registered voter population. Results also were weighted to reflect the appropriate proportions of City of Aspen-only versus Pitkin County voters. The results of the weighting scheme are presented in the table on the following page.

2011 Aspen Transportation Survey Weighting Table			
Characteristic	Registered Voter List Norm[1]	Unweighted Data	Weighted Data
Sex and Age			
Female	49%	46%	49%
Male	51%	54%	51%
18-34 years of age	14%	7%	14%
35-54 years of age	38%	36%	38%
55+ years of age	48%	57%	48%
Females 18-34	7%	4%	7%
Females 35-54	18%	18%	18%
Females 55+	23%	24%	23%
Males 18-34	7%	4%	7%
Males 35-54	19%	18%	19%
Males 55+	25%	33%	25%
Geographic Area			
City of Aspen	60%	51%	60%
Pitkin County (excluding Aspen)	40%	49%	40%

[1]*Source: Pitkin County Clerk and Recorder Registered Voter List purchased on February 18, 2011.*

Data Analysis

The surveys were analyzed using SPSS. Frequency distributions are presented in the body of the report. Chi-square and ANOVA tests of significance were applied to breakdowns of selected survey questions by respondent characteristics. A "p-value" of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of our sample represent "real" differences among those populations. Where differences between subgroups are statistically significant, they are marked with grey shading in the appendices.

APPENDIX C: COMPLETE SET OF SURVEY FREQUENCIES

The following tables show the complete set of responses for each question on the survey.

Respondent Geographic Area of Residence		
	Percent of respondents	Number of respondents
City of Aspen	60%	1036
Pitkin County (excluding Aspen)	40%	703
Total	100%	1739

Question 1		
About how often, on average, do you travel through the Entrance to Aspen (Buttermilk through the S-curves)?	Percent of respondents	Number of respondents
More than 4 times per day	5%	83
2-4 times per day	31%	525
Once a day	15%	255
2-4 times per week	30%	514
Once per week	7%	124
1-3 times per month	8%	137
Less than once a month	5%	80
Total	100%	1718

Question 2		
Which of the following best describes your commuter status?	Percent of respondents	Number of respondents
I consider myself a commuter to Aspen from another community	31%	511
I consider myself a commuter from Aspen to another community	7%	119
I don't consider myself a commuter	62%	1022
Total	100%	1651

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Question 3		
Which one of the following is your current primary method of commuting?	Percent of respondents	Number of respondents
Single occupant vehicle	76%	459
Bus	11%	66
Carpool	11%	68
Walk	1%	3
Bicycle	1%	4
Other	0%	2
Total	100%	602

Note: Asked only of those who considered themselves a commuter in question 2.

Question 4												
Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.	Poor		Fair		Good		Excellent		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Summer: Ease of traffic flow	41%	682	33%	547	21%	346	4%	61	2%	39	100%	1676
Summer: Ease of travel by bus	5%	81	14%	227	29%	469	24%	382	28%	440	100%	1599
Summer: Traffic safety	14%	227	31%	508	39%	639	11%	176	6%	97	100%	1648
Summer: Pedestrian safety	24%	391	27%	447	27%	441	11%	186	11%	180	100%	1645
Winter: Ease of traffic flow	46%	712	33%	512	17%	258	3%	40	2%	31	100%	1554
Winter: Ease of travel by bus	7%	97	15%	227	28%	420	23%	333	27%	397	100%	1475
Winter: Traffic safety	18%	273	33%	509	34%	525	8%	122	6%	92	100%	1522
Winter: Pedestrian safety	29%	435	29%	440	22%	340	9%	140	11%	168	100%	1522

Question 5														
Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	Strongly oppose		Somewhat oppose		Neither support nor oppose		Somewhat support		Strongly support		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Change it to improve traffic	10%	163	7%	109	6%	102	17%	278	59%	976	2%	27	100%	1655
Leave it as it is	44%	631	14%	205	12%	181	9%	135	18%	267	2%	27	100%	1446

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Question 6										
Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	Not at all important		Somewhat important		Very important		Essential		Total	
	%	N	%	N	%	N	%	N	%	N
Reducing traffic congestion	5%	83	14%	238	34%	582	47%	803	100%	1706
Reducing travel time	9%	147	22%	378	36%	612	33%	566	100%	1703
Improving traffic safety	7%	118	28%	469	36%	614	29%	494	100%	1694
Improving pedestrian safety	7%	118	26%	431	33%	559	34%	576	100%	1685
Maintaining or improving air quality	9%	148	25%	420	34%	584	32%	545	100%	1697
Keeping construction costs reasonable	11%	180	30%	505	36%	614	23%	393	100%	1691
Minimizing the impact on adjacent properties	19%	318	39%	651	26%	439	17%	280	100%	1688
Minimizing impacts on tourism	13%	211	32%	536	34%	570	22%	363	100%	1681
Minimizing use of open space	22%	374	31%	515	23%	383	25%	417	100%	1689
Minimizing impacts on the environment	9%	149	29%	479	32%	544	30%	506	100%	1678
Encouraging alternative modes of travel (e.g. bus, bike, rail)	22%	383	28%	484	25%	429	24%	406	100%	1701
Reducing noise	22%	366	43%	723	24%	402	12%	195	100%	1686
Completing the improvement in a timely fashion	5%	77	22%	379	40%	680	33%	551	100%	1687
Maintaining Aspen's character	14%	238	24%	402	25%	428	37%	639	100%	1707

Question 7		
Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)	Percent of respondents	Number of respondents
A transportation plan that focuses exclusively on improving automobile traffic	30%	501
A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses, bike/pedestrian or light rail)	52%	875
A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged	5%	90
A transportation plan that leaves the current Entrance to Aspen unchanged	11%	192
Don't know	2%	34
Total	100%	1693

Prepared by National Research Center, Inc.

Question 8														
Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	Strongly oppose		Somewhat oppose		Neither support nor oppose		Somewhat support		Strongly support		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Current entrance alignment unchanged (following the current roadway)	36%	595	14%	233	19%	311	10%	159	19%	313	2%	31	100%	1642
Dedicated lanes for buses only	25%	415	17%	284	15%	237	22%	354	19%	318	1%	23	100%	1632
Dedicated lanes for buses and multiple occupancy cars	16%	265	16%	257	16%	256	29%	474	23%	371	1%	22	100%	1645
Gondola (aerial connection)	38%	628	10%	173	18%	306	13%	213	14%	239	7%	115	100%	1672
Light rail line	28%	463	9%	143	15%	258	19%	319	26%	430	4%	60	100%	1674
Roundabout	10%	169	7%	123	26%	440	26%	436	24%	394	6%	104	100%	1667
Underpass	15%	244	7%	120	22%	362	26%	438	22%	374	8%	137	100%	1676

Question 9						
Several proposed solutions for the Entrance to Aspen (Buttermilk through the S-curves) have been discussed and are nicknamed and defined as follows. Please indicate whether you have heard of each of the proposed solutions.	Have heard of it		Have not heard of it		Total	
	%	N	%	N	%	N
4 Lanes This option is the same as the "Modified Direct Alternative", but without bus lanes	67%	1112	33%	549	100%	1662
4 Lane - Bus/HOV This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	67%	1096	33%	551	100%	1647
Gondola (aerial connection) This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	53%	883	47%	782	100%	1665
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	64%	1060	36%	601	100%	1661
Split Shot This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	67%	1120	33%	542	100%	1662
Stay in the Existing Alignment - widen to 3 lanes This option keeps the current alignment and adds a reversible lane for cars & buses	60%	1000	40%	666	100%	1666
Stay in the Existing Alignment - widen to 4 lanes This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	60%	1006	40%	659	100%	1664

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Question 10		
If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)	Percent of respondents*	Number of respondents*
Haven't heard of any of the proposed solutions in Question 9	14%	234
"Word of mouth" from friends or family	43%	734
Mailings from the City	15%	246
Attended a public community meeting	17%	283
Local newspapers	39%	668
Radio/TV news/Media	7%	127
Election/ballot information	1%	12
Work/associations	1%	15
Don't remember	12%	211
Other	3%	51

**Total may exceed 100% as respondents could select more than one option.*

Question 11														
Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	Strongly oppose		Somewhat oppose		Neither support nor oppose		Somewhat support		Strongly support		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	15%	250	13%	211	13%	215	34%	556	22%	357	3%	48	100%	1637
1 lane for cars in each direction and 1 lane for buses only in each direction	32%	523	25%	401	15%	235	19%	305	7%	108	3%	47	100%	1619
1 lane for cars in each direction and space for a light rail line	33%	533	14%	223	17%	271	19%	316	14%	232	4%	64	100%	1639
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	23%	366	20%	318	17%	281	28%	447	10%	164	3%	44	100%	1620
2 lanes for any type of vehicle in each direction	12%	191	12%	197	12%	200	23%	375	37%	598	3%	48	100%	1609
A gondola (aerial connection) between Buttermilk and Rubey Park	39%	646	12%	196	19%	311	13%	213	12%	197	6%	96	100%	1659
A roundabout or underpass at Cemetery Lane	12%	198	10%	170	21%	348	29%	485	22%	369	5%	85	100%	1655
No new construction or changes to the Entrance to Aspen	49%	818	15%	245	13%	222	7%	121	13%	219	3%	46	100%	1671
No new construction, but increased bus service	45%	746	18%	295	18%	296	10%	163	7%	114	3%	52	100%	1666

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Question 12														
Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	Strongly oppose		Somewhat oppose		Neither support nor oppose		Somewhat support		Strongly support		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
4 Lanes	18%	288	11%	174	11%	179	23%	381	35%	582	3%	42	100%	1646
4 Lanes - Bus/HOV	20%	330	14%	220	13%	217	32%	523	18%	286	3%	46	100%	1621
Gondola (aerial connection)	40%	660	12%	205	18%	296	14%	225	11%	185	5%	74	100%	1645
Modified Direct Alternative	20%	319	12%	191	18%	280	28%	438	15%	235	6%	101	100%	1566
No change to the existing entrance	52%	851	14%	225	13%	211	7%	118	11%	183	2%	37	100%	1626
Split Shot	21%	331	13%	202	19%	307	26%	416	15%	234	7%	105	100%	1594
Stay in the Existing Alignment - widen to 3 lanes	26%	423	14%	236	16%	262	26%	421	15%	243	3%	56	100%	1641
Stay in the Existing Alignment - widen to 4 lanes	28%	467	16%	256	13%	219	24%	392	15%	254	3%	55	100%	1643

Question 13		
About how long have you lived in Aspen/Pitkin County?	Percent of respondents	Number of respondents
Fewer than six months	0%	4
6 to 11 months	1%	26
1-2 years	2%	43
3-5 years	7%	121
6-10 years	12%	214
More than 10 years	76%	1324
Total	100%	1732

Question 14		
Which best describes your housing status?	Percent of respondents	Number of respondents
Housing obtained in the free market (either rent or own)	63%	1074
Live in employee/affordable housing (either rent or own)	32%	552
Other	5%	89
Don't know	0%	2
Total	100%	1717

Prepared by National Research Center, Inc.

Question 15		
Do you rent or own your home?	Percent of respondents	Number of respondents
Rent	19%	321
Own	81%	1388
Total	100%	1710

Question 16		
Which of the following best describes where you live?	Percent of respondents	Number of respondents
East (upvalley) of the roundabout	43%	734
West (downvalley) of the roundabout	57%	975
Total	100%	1709

Question 17		
In which category is your age?	Percent of respondents	Number of respondents
18-24 years	1%	18
25-34 years	13%	224
35-44 years	14%	236
45-54 years	24%	412
55-64 years	27%	460
65-74 years	16%	276
75-84 years	5%	78
85 years or older	1%	19
Total	100%	1723

Question 18		
What is your gender?	Percent of respondents	Number of respondents
Female	49%	831
Male	51%	876
Total	100%	1707

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APPENDIX D: CROSSTABULATIONS OF RESULTS BY RESPONDENT CHARACTERISTICS

The following appendix compares the key survey responses by specific respondent characteristics. Cells shaded grey indicate statistically significant differences ($p \leq .05$).

Question 1 by Demographic Characteristics													
About how often, on average, do you travel through the Entrance to Aspen (Buttermilk through the S-curves)?	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
More than 4 times per day	4%	7%	5%	5%	5%	5%	3%	4%	2%	5%	9%	5%	5%
2-4 times per day	29%	33%	31%	31%	30%	31%	34%	35%	23%	33%	36%	28%	30%
Once a day	16%	13%	15%	13%	15%	15%	17%	14%	14%	8%	16%	17%	15%
2-4 times per week	32%	28%	30%	31%	30%	30%	27%	27%	33%	32%	26%	33%	30%
Once per week	7%	8%	7%	7%	7%	7%	4%	5%	10%	10%	6%	8%	7%
1-3 times per month	7%	9%	8%	9%	7%	8%	11%	10%	10%	8%	5%	6%	8%
Less than once a month	5%	3%	4%	4%	5%	5%	4%	4%	8%	3%	2%	4%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Question 1 by Demographic Characteristics

About how often, on average, do you travel through the Entrance to Aspen (Buttermilk through the S-curves)?	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
More than 4 times per day	5%	5%	5%	5%	5%	5%
2-4 times per day	27%	32%	30%	25%	34%	30%
Once a day	12%	16%	15%	15%	15%	15%
2-4 times per week	32%	29%	30%	37%	25%	30%
Once per week	8%	7%	7%	8%	7%	7%
1-3 times per month	11%	7%	8%	8%	8%	8%
Less than once a month	5%	5%	5%	2%	7%	5%
Total	100%	100%	100%	100%	100%	100%

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Question 2 by Demographic Characteristics													
Which of the following best describes your commuter status?	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
I consider myself a commuter to Aspen from another community	31%	31%	31%	32%	31%	31%	43%	33%	22%	23%	43%	28%	31%
I consider myself a commuter from Aspen to another community	5%	10%	7%	9%	7%	7%	8%	8%	4%	16%	10%	4%	7%
I don't consider myself a commuter	64%	59%	62%	58%	63%	62%	49%	60%	74%	61%	48%	68%	62%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Question 2 by Demographic Characteristics

Which of the following best describes your commuter status?	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
I consider myself a commuter to Aspen from another community	32%	31%	31%	3%	52%	31%
I consider myself a commuter from Aspen to another community	9%	7%	7%	14%	2%	7%
I don't consider myself a commuter	59%	63%	62%	82%	46%	62%
Total	100%	100%	100%	100%	100%	100%

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Question 3 by Demographic Characteristics													
Which one of the following is your current primary method of commuting?	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Single occupant vehicle	76%	75%	76%	75%	77%	76%	71%	76%	75%	74%	74%	82%	76%
Bus	8%	16%	11%	13%	10%	11%	19%	9%	14%	18%	8%	9%	11%
Carpool	14%	7%	11%	11%	12%	11%	10%	14%	10%	8%	15%	6%	11%
Walk	1%	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	1%	1%
Bicycle	0%	1%	1%	1%	1%	1%	0%	0%	1%	0%	2%	0%	1%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: Asked only of those who considered themselves a commuter in question 2.

Question 3 by Demographic Characteristics

Which one of the following is your current primary method of commuting?	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Single occupant vehicle	72%	78%	76%	82%	75%	76%
Bus	16%	9%	11%	9%	11%	11%
Carpool	11%	11%	11%	6%	13%	11%
Walk	1%	0%	1%	2%	0%	1%
Bicycle	0%	1%	1%	1%	0%	1%
Other	0%	1%	0%	1%	0%	0%
Total	100%	100%	100%	100%	100%	100%

Note: Asked only of those who considered themselves a commuter in question 2.

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Question 4 by Demographic Characteristics													
Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Summer: Ease of traffic flow	25%	25%	25%	37%	22%	25%	41%	24%	30%	41%	16%	20%	25%
Summer: Ease of travel by bus	72%	77%	74%	78%	72%	73%	89%	78%	78%	76%	68%	66%	74%
Summer: Traffic safety	55%	49%	53%	56%	52%	53%	75%	50%	56%	48%	50%	49%	53%
Summer: Pedestrian safety	45%	39%	43%	45%	42%	43%	59%	36%	42%	39%	46%	42%	43%
Winter: Ease of traffic flow	21%	18%	20%	24%	19%	20%	32%	19%	24%	30%	11%	16%	20%
Winter: Ease of travel by bus	68%	73%	70%	72%	69%	70%	87%	73%	75%	76%	62%	62%	70%
Winter: Traffic safety	48%	42%	46%	44%	46%	46%	62%	42%	49%	41%	42%	44%	45%
Winter: Pedestrian safety	39%	30%	35%	33%	36%	36%	42%	29%	35%	34%	40%	36%	36%

Percent "excellent" or "good"

Question 4 by Demographic Characteristics

Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Summer: Ease of traffic flow	35%	22%	25%	31%	21%	25%
Summer: Ease of travel by bus	82%	71%	73%	73%	74%	74%
Summer: Traffic safety	58%	51%	53%	55%	52%	53%
Summer: Pedestrian safety	46%	42%	43%	42%	44%	43%
Winter: Ease of traffic flow	27%	17%	20%	25%	16%	20%
Winter: Ease of travel by bus	79%	67%	70%	70%	70%	70%
Winter: Traffic safety	50%	44%	45%	48%	43%	46%
Winter: Pedestrian safety	37%	35%	35%	34%	36%	35%

Percent "excellent" or "good"

Prepared by National Research Center, Inc.

Question 5 by Demographic Characteristics													
Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Change it to improve traffic	77%	78%	77%	75%	77%	77%	68%	72%	75%	76%	83%	81%	77%
Leave it as it is	29%	26%	28%	27%	29%	28%	31%	32%	41%	22%	17%	25%	28%

Percent support

Question 5 by Demographic Characteristics

Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Change it to improve traffic	73%	78%	77%	72%	81%	77%
Leave it as it is	26%	29%	28%	36%	22%	28%

Percent support

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Question 6 by Demographic Characteristics													
Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Reducing traffic congestion	80%	83%	81%	80%	81%	81%	84%	83%	78%	76%	84%	81%	81%
Reducing travel time	70%	69%	69%	69%	69%	69%	72%	69%	63%	73%	74%	69%	69%
Improving traffic safety	63%	69%	65%	67%	65%	65%	57%	71%	67%	60%	65%	63%	65%
Improving pedestrian safety	63%	75%	67%	71%	67%	67%	64%	78%	68%	70%	66%	60%	67%
Maintaining or improving air quality	63%	72%	66%	69%	66%	67%	59%	73%	74%	75%	63%	57%	67%
Keeping construction costs reasonable	59%	59%	59%	60%	59%	59%	60%	66%	68%	54%	55%	51%	59%
Minimizing the impact on adjacent properties	42%	43%	42%	45%	42%	43%	48%	51%	52%	43%	33%	34%	43%
Minimizing impacts on tourism	55%	57%	56%	58%	55%	56%	60%	61%	55%	55%	54%	53%	56%
Minimizing use of open space	45%	51%	47%	58%	45%	48%	64%	60%	55%	52%	37%	33%	47%
Minimizing impacts on the environment	59%	71%	63%	71%	61%	63%	79%	73%	71%	74%	54%	46%	63%
Encouraging alternative modes of travel (e.g. bus, bike, rail)	44%	58%	49%	68%	45%	49%	73%	57%	49%	74%	43%	35%	49%
Reducing noise	34%	38%	35%	36%	35%	35%	36%	38%	42%	37%	32%	28%	35%
Completing the improvement in a timely fashion	73%	71%	72%	76%	72%	73%	88%	76%	73%	75%	67%	70%	73%
Maintaining Aspen's character	64%	60%	62%	70%	61%	63%	79%	70%	73%	63%	51%	51%	63%

Percent "essential" or "very important"

Prepared by National Research Center, Inc.

Question 6 by Demographic Characteristics

Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Reducing traffic congestion	81%	81%	81%	77%	85%	81%
Reducing travel time	74%	68%	69%	63%	74%	69%
Improving traffic safety	63%	66%	65%	62%	68%	65%
Improving pedestrian safety	68%	67%	68%	68%	67%	68%
Maintaining or improving air quality	65%	67%	67%	68%	65%	67%
Keeping construction costs reasonable	60%	60%	60%	62%	58%	59%
Minimizing the impact on adjacent properties	43%	42%	43%	47%	39%	43%
Minimizing impacts on tourism	55%	56%	56%	59%	53%	55%
Minimizing use of open space	53%	46%	47%	52%	44%	47%
Minimizing impacts on the environment	70%	61%	63%	65%	61%	63%
Encouraging alternative modes of travel (e.g. bus, bike, rail)	63%	45%	49%	53%	46%	49%
Reducing noise	36%	35%	35%	42%	30%	35%
Completing the improvement in a timely fashion	72%	73%	73%	73%	73%	73%
Maintaining Aspen's character	67%	61%	63%	69%	58%	63%

Percent "essential" or "very important"

Prepared by National Research Center, Inc.

Question 7 by Demographic Characteristics													
Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
A transportation plan that focuses exclusively on improving automobile traffic	34%	24%	30%	24%	32%	30%	16%	23%	30%	22%	37%	36%	30%
A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses, bike/pedestrian or light rail)	48%	63%	53%	61%	51%	53%	67%	60%	45%	65%	53%	48%	53%
A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged	5%	5%	5%	6%	5%	6%	10%	5%	9%	3%	4%	4%	6%
A transportation plan that leaves the current Entrance to Aspen unchanged	13%	8%	11%	9%	12%	12%	7%	12%	17%	9%	7%	13%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Question 7 by Demographic Characteristics

Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
A transportation plan that focuses exclusively on improving automobile traffic	22%	33%	30%	28%	32%	30%
A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses, bikes/pedestrian or light rail)	65%	49%	53%	49%	56%	53%
A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged	5%	5%	5%	6%	5%	6%
A transportation plan that leaves the current Entrance to Aspen unchanged	7%	13%	12%	17%	7%	12%
Total	100%	100%	100%	100%	100%	100%

Prepared by National Research Center, Inc.

Question 8 by Demographic Characteristics													
Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Current entrance alignment unchanged (following the current roadway)	30%	27%	29%	31%	29%	29%	32%	35%	37%	25%	21%	26%	29%
Dedicated lanes for buses only	38%	50%	42%	51%	40%	42%	57%	46%	48%	45%	35%	34%	42%
Dedicated lanes for buses and multiple occupancy cars	49%	58%	52%	55%	52%	52%	61%	55%	54%	52%	53%	45%	52%
Gondola (aerial connection)	27%	34%	29%	35%	28%	29%	48%	34%	28%	28%	31%	20%	29%
Light rail line	42%	55%	46%	56%	44%	46%	69%	53%	40%	64%	50%	34%	47%
Roundabout	53%	53%	53%	45%	55%	53%	34%	54%	59%	47%	54%	55%	53%
Underpass	51%	57%	53%	54%	53%	53%	50%	53%	45%	62%	60%	51%	53%

Percent support

Question 8 by Demographic Characteristics

Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Current entrance alignment unchanged (following the current roadway)	28%	30%	29%	37%	24%	29%
Dedicated lanes for buses only	52%	39%	42%	47%	38%	42%
Dedicated lanes for buses and multiple occupancy cars	59%	50%	52%	51%	53%	52%
Gondola (aerial connection)	38%	26%	29%	27%	30%	29%
Light rail line	62%	41%	46%	44%	49%	47%
Rroundabout	43%	57%	53%	55%	52%	53%
Underpass	54%	53%	53%	51%	54%	53%

Percent support

Prepared by National Research Center, Inc.

Question 9 by Demographic Characteristics													
Please indicate whether you have heard of each of the proposed solutions.	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
4 Lanes This option is the same as the "Modified Direct Alternative", but without bus lanes	68%	65%	67%	50%	71%	67%	36%	59%	68%	56%	73%	79%	67%
4 Lane - Bus/HOV This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	68%	65%	67%	53%	70%	67%	42%	62%	67%	53%	72%	76%	67%
Gondola (aerial connection) This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	53%	54%	54%	49%	54%	53%	34%	47%	54%	52%	56%	60%	53%
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	65%	64%	64%	54%	66%	64%	32%	54%	65%	65%	70%	73%	64%
Split Shot This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	69%	65%	67%	54%	71%	67%	36%	61%	69%	61%	75%	75%	67%
Stay in the Existing Alignment - widen to 3 lanes This option keeps the current alignment and adds a reversible lane for cars & buses	61%	60%	61%	50%	63%	60%	35%	54%	61%	59%	64%	70%	60%
Stay in the Existing Alignment - widen to 4 lanes This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	61%	60%	61%	52%	62%	60%	35%	56%	61%	62%	63%	69%	60%

Percent of respondents who had heard of each solution.

Prepared by National Research Center, Inc.

Question 9 by Demographic Characteristics

Please indicate whether you have heard of each of the proposed solutions.	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
4 Lanes This option is the same as the "Modified Direct Alternative", but without bus lanes	45%	74%	67%	69%	65%	67%
4 Lane - Bus/HOV This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	47%	72%	67%	70%	64%	67%
Gondola (aerial connection) This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	41%	57%	53%	59%	49%	53%
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	41%	71%	64%	67%	61%	64%
Split Shot This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	48%	73%	67%	72%	64%	67%
Stay in the Existing Alignment - widen to 3 lanes This option keeps the current alignment and adds a reversible lane for cars & buses	46%	64%	60%	64%	56%	60%
Stay in the Existing Alignment - widen to 4 lanes This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	45%	65%	60%	63%	58%	60%

Percent of respondents who had heard of each solution.

Prepared by National Research Center, Inc.

Question 10 by Demographic Characteristics													
If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
Haven't heard of any of the proposed solutions in Question 9	15%	12%	14%	20%	12%	14%	33%	16%	13%	16%	11%	9%	14%
"Word of mouth" from friends or family	42%	46%	44%	45%	43%	43%	42%	44%	41%	49%	45%	43%	43%
Mailings from the City	13%	18%	15%	11%	16%	15%	6%	11%	17%	10%	14%	19%	14%
Attended a public community meeting	17%	17%	17%	12%	18%	17%	9%	12%	18%	17%	14%	21%	16%
Local newspapers	42%	36%	40%	29%	42%	40%	17%	34%	44%	28%	42%	49%	40%
Radio/TV news/Media	8%	7%	7%	4%	8%	7%	2%	8%	7%	5%	8%	10%	8%
Election/ballot information	1%	1%	1%	1%	1%	1%	0%	1%	2%	0%	0%	0%	1%
Work/associations	1%	0%	1%	1%	1%	1%	3%	1%	0%	2%	1%	1%	1%
Don't remember	12%	13%	12%	13%	12%	12%	8%	12%	12%	17%	14%	11%	12%
Other	3%	4%	3%	2%	3%	3%	5%	2%	4%	2%	3%	3%	3%

**Total may exceed 100% as respondents could select more than one option.*

Question 10 by Demographic Characteristics

If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
Haven't heard of any of the proposed solutions in Question 9	26%	10%	14%	10%	17%	14%
"Word of mouth" from friends or family	45%	43%	43%	46%	41%	43%
Mailings from the City	7%	17%	15%	19%	11%	14%
Attended a public community meeting	12%	18%	17%	22%	13%	17%
Local newspapers	28%	43%	39%	42%	37%	39%
Radio/TV news/Media	3%	9%	7%	7%	8%	7%
Election/ballot information	0%	1%	1%	1%	1%	1%
Work/associations	1%	1%	1%	1%	1%	1%
Don't remember	10%	13%	12%	10%	14%	12%
Other	2%	3%	3%	3%	3%	3%

**Total may exceed 100% as respondents could select more than one option.*

Prepared by National Research Center, Inc.

Question 11 by Demographic Characteristics													
Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55 +	M 18-34	M 35-54	M 55+	Overall
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	58%	58%	58%	60%	57%	58%	65%	59%	58%	64%	62%	49%	57%
1 lane for cars in each direction and 1 lane for buses only in each direction	24%	33%	27%	33%	25%	26%	43%	28%	22%	39%	22%	23%	26%
1 lane for cars in each direction and space for a light rail line	31%	43%	35%	47%	32%	35%	66%	39%	29%	59%	34%	22%	35%
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	37%	44%	39%	42%	38%	39%	51%	43%	31%	50%	39%	35%	39%
2 lanes for any type of vehicle in each direction	63%	59%	62%	54%	64%	62%	42%	58%	60%	51%	72%	69%	62%
A gondola (aerial connection) between Buttermilk and Rubey Park	25%	30%	27%	33%	25%	26%	41%	32%	27%	28%	25%	19%	26%
A roundabout or underpass at Cemetery Lane	55%	53%	55%	50%	56%	55%	47%	54%	56%	52%	59%	53%	55%
No new construction or changes to the Entrance to Aspen	21%	19%	21%	23%	21%	21%	21%	20%	28%	26%	14%	20%	21%
No new construction, but increased bus service	16%	20%	17%	22%	16%	17%	25%	19%	20%	29%	12%	12%	17%

Percent support

Prepared by National Research Center, Inc.

Question 11 by Demographic Characteristics

Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	63%	56%	57%	59%	56%	57%
1 lane for cars in each direction and 1 lane for buses only in each direction	37%	23%	26%	29%	25%	27%
1 lane for cars in each direction and space for a light rail line	56%	28%	35%	35%	35%	35%
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	48%	36%	39%	36%	41%	39%
2 lanes for any type of vehicle in each direction	52%	66%	62%	60%	63%	62%
A gondola (aerial connection) between Buttermilk and Rubey Park	35%	23%	26%	25%	26%	26%
A roundabout or underpass at Cemetery Lane	48%	57%	54%	55%	54%	54%
No new construction or changes to the Entrance to Aspen	23%	20%	21%	27%	16%	21%
No new construction, but increased bus service	25%	15%	17%	22%	14%	17%

Percent support

Prepared by National Research Center, Inc.

Question 12 by Demographic Characteristics													
Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	Housing obtained in the free market	Live in employee/ affordable housing	Overall	Rent	Own	Overall	F 18-34	F 35-54	F 55+	M 18-34	M 35-54	M 55+	Overall
4 Lanes	61%	58%	60%	50%	62%	60%	46%	55%	55%	48%	69%	68%	60%
4 Lanes - Bus/HOV	49%	58%	52%	53%	51%	51%	54%	51%	46%	62%	54%	50%	52%
Gondola (aerial connection)	24%	32%	27%	31%	25%	26%	45%	30%	28%	30%	25%	16%	26%
Modified Direct Alternative	42%	54%	46%	52%	45%	46%	44%	43%	41%	70%	52%	41%	46%
No change to the existing entrance	20%	17%	19%	20%	19%	19%	16%	19%	26%	19%	13%	18%	19%
Split Shot	43%	46%	44%	42%	44%	44%	32%	45%	44%	47%	51%	40%	44%
Stay in the Existing Alignment - widen to 3 lanes	42%	42%	42%	42%	42%	42%	61%	44%	46%	35%	40%	35%	42%
Stay in the Existing Alignment - widen to 4 lanes	40%	42%	40%	42%	40%	41%	53%	38%	43%	37%	42%	37%	41%

Percent support

Question 12 by Demographic Characteristics

Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	10 years or less	More than 10 years	Overall	East (upvalley) of the roundabout	West (downvalley) of the roundabout	Overall
4 Lanes	52%	62%	60%	55%	63%	60%
4 Lanes - Bus/HOV	56%	50%	51%	47%	55%	52%
Gondola (aerial connection)	36%	23%	26%	26%	26%	26%
Modified Direct Alternative	54%	43%	46%	42%	49%	46%
No change to the existing entrance	19%	19%	19%	26%	14%	19%
Split Shot	42%	44%	44%	43%	45%	44%
Stay in the Existing Alignment - widen to 3 lanes	48%	40%	42%	44%	40%	42%
Stay in the Existing Alignment - widen to 4 lanes	46%	39%	41%	39%	42%	41%

Percent support

Prepared by National Research Center, Inc.

APPENDIX E: CROSSTABULATIONS OF RESULTS BY GEOGRAPHY

The following appendix compares the key survey responses by the geographic location of the respondents. Cells shaded grey indicate statistically significant differences ($p \leq .05$).

Question 1 by Geographic Area			
About how often, on average, do you travel through the Entrance to Aspen (Buttermilk through the S-curves)?	City of Aspen	Pitkin County (excluding Aspen)	Overall
More than 4 times per day	6%	4%	5%
2-4 times per day	35%	25%	31%
Once a day	16%	13%	15%
2-4 times per week	29%	32%	30%
Once per week	7%	8%	7%
1-3 times per month	7%	10%	8%
Less than once a month	2%	9%	5%
Total	100%	100%	100%

Question 2 by Geographic Area			
Which of the following best describes your commuter status?	City of Aspen	Pitkin County (excluding Aspen)	Overall
I consider myself a commuter to Aspen from another community	17%	51%	31%
I consider myself a commuter from Aspen to another community	11%	2%	7%
I don't consider myself a commuter	73%	46%	62%
Total	100%	100%	100%

Prepared by National Research Center, Inc.

Question 3 by Geographic Area			
Which one of the following is your current primary method of commuting?	City of Aspen	Pitkin County (excluding Aspen)	Overall
Single occupant vehicle	72%	80%	76%
Bus	15%	8%	11%
Carpool	11%	12%	11%
Walk	1%	0%	1%
Bicycle	1%	0%	1%
Other	0%	1%	0%
Total	100%	100%	100%

Note: Asked only of those who considered themselves a commuter in question 2.

Question 4 by Geographic Area			
Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.	City of Aspen	Pitkin County (excluding Aspen)	Overall
Summer: Ease of traffic flow	28%	20%	25%
Summer: Ease of travel by bus	74%	73%	73%
Summer: Traffic safety	54%	50%	53%
Summer: Pedestrian safety	42%	43%	43%
Winter: Ease of traffic flow	23%	15%	20%
Winter: Ease of travel by bus	71%	68%	70%
Winter: Traffic safety	47%	43%	45%
Winter: Pedestrian safety	35%	36%	35%

Percent "excellent" or "good"

Question 5 by Geographic Area			
Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	City of Aspen	Pitkin County (excluding Aspen)	Overall
Change it to improve traffic	73%	82%	77%
Leave it as it is	34%	19%	28%

Percent support

Prepared by National Research Center, Inc.

Question 6 by Geographic Area			
Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	City of Aspen	Pitkin County (excluding Aspen)	Overall
Reducing traffic congestion	77%	87%	81%
Reducing travel time	65%	76%	69%
Improving traffic safety	63%	70%	65%
Improving pedestrian safety	68%	67%	67%
Maintaining or improving air quality	67%	66%	67%
Keeping construction costs reasonable	60%	59%	60%
Minimizing the impact on adjacent properties	45%	39%	43%
Minimizing impacts on tourism	56%	55%	56%
Minimizing use of open space	50%	44%	47%
Minimizing impacts on the environment	65%	60%	63%
Encouraging alternative modes of travel (e.g. bus, bike, rail)	51%	46%	49%
Reducing noise	38%	31%	35%
Completing the improvement in a timely fashion	72%	75%	73%
Maintaining Aspen's character	67%	57%	62%

Percent "essential" or "very important"

Question 7 by Geographic Area			
Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)	City of Aspen	Pitkin County (excluding Aspen)	Overall
A transportation plan that focuses exclusively on improving automobile traffic	28%	33%	30%
A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses, bike/pedestrian or light rail)	51%	56%	53%
A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged	6%	4%	5%
A transportation plan that leaves the current Entrance to Aspen unchanged	15%	6%	12%
Total	100%	100%	100%

Prepared by National Research Center, Inc.

Question 8 by Geographic Area			
Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	City of Aspen	Pitkin County (excluding Aspen)	Overall
Current entrance alignment unchanged (following the current roadway)	35%	20%	29%
Dedicated lanes for buses only	43%	40%	42%
Dedicated lanes for buses and multiple occupancy cars	52%	52%	52%
Gondola (aerial connection)	29%	29%	29%
Light rail line	46%	47%	46%
Roundabout	55%	51%	53%
Underpass	52%	54%	53%

Percent support

Question 9 by Geographic Area			
Please indicate whether you have heard of each of the proposed solutions.	City of Aspen	Pitkin County (excluding Aspen)	Overall
4 Lanes This option is the same as the "Modified Direct Alternative", but without bus lanes	70%	63%	67%
4 Lane - Bus/HOV This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	70%	61%	67%
Gondola (aerial connection) This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	57%	47%	53%
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	67%	59%	64%
Split Shot This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	72%	60%	67%
Stay in the Existing Alignment - widen to 3 lanes This option keeps the current alignment and adds a reversible lane for cars & buses	65%	53%	60%
Stay in the Existing Alignment - widen to 4 lanes This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	64%	55%	60%

Percent of respondents who had heard of each solution.

Prepared by National Research Center, Inc.

Question 10 by Geographic Area			
If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)	City of Aspen	Pitkin County (excluding Aspen)	Overall
Haven't heard of any of the proposed solutions in Question 9	11%	18%	14%
"Word of mouth" from friends or family	46%	40%	43%
Mailings from the City	18%	9%	15%
Attended a public community meeting	20%	11%	17%
Local newspapers	40%	38%	39%
Radio/TV news/Media	7%	8%	7%
Election/ballot information	1%	0%	1%
Work/associations	1%	1%	1%
Don't remember	11%	14%	12%
Other	3%	3%	3%

**Total may exceed 100% as respondents could select more than one option.*

Question 11 by Geographic Area			
Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	City of Aspen	Pitkin County (excluding Aspen)	Overall
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	59%	55%	57%
1 lane for cars in each direction and 1 lane for buses only in each direction	29%	22%	26%
1 lane for cars in each direction and space for a light rail line	35%	34%	35%
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	39%	39%	39%
2 lanes for any type of vehicle in each direction	59%	67%	62%
A gondola (aerial connection) between Buttermilk and Rubey Park	27%	25%	26%
A roundabout or underpass at Cemetery Lane	55%	53%	54%
No new construction or changes to the Entrance to Aspen	26%	13%	21%
No new construction, but increased bus service	21%	12%	17%

Percent support

Prepared by National Research Center, Inc.

Question 12 by Geographic Area			
Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	City of Aspen	Pitkin County (excluding Aspen)	Overall
4 Lanes	56%	65%	60%
4 Lanes - Bus/HOV	49%	54%	51%
Gondola (aerial connection)	27%	25%	26%
Modified Direct Alternative	44%	48%	46%
No change to the existing entrance	24%	11%	19%
Split Shot	44%	43%	44%
Stay in the Existing Alignment - widen to 3 lanes	45%	37%	42%
Stay in the Existing Alignment - widen to 4 lanes	41%	41%	41%

Percent support

Prepared by National Research Center, Inc.

APPENDIX F: CROSSTABULATIONS OF RESULTS BY COMMUTER STATUS

The following appendix compares the key survey responses by whether or not a respondent considered themselves a commuter to or from Aspen. Cells shaded grey indicate statistically significant differences ($p \leq .05$).

Question 2 by Commuter Status			
Which of the following best describes your commuter status?	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
I consider myself a commuter to Aspen from another community	44%	18%	31%
I consider myself a commuter from Aspen to another community	10%	4%	7%
I don't consider myself a commuter	46%	78%	62%
Total	100%	100%	100%

Question 3 by Commuter Status			
Which one of the following is your current primary method of commuting?	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Single occupant vehicle	77%	75%	77%
Bus	12%	9%	11%
Carpool	10%	14%	11%
Walk	0%	1%	0%
Bicycle	1%	1%	1%
Other	1%	0%	0%
Total	100%	100%	100%

Note: Asked only of those who considered themselves a commuter in question 2.

Prepared by National Research Center, Inc.

Question 4 by Commuter Status			
Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Summer: Ease of traffic flow	20%	30%	25%
Summer: Ease of travel by bus	68%	79%	73%
Summer: Traffic safety	47%	59%	53%
Summer: Pedestrian safety	42%	43%	43%
Winter: Ease of traffic flow	16%	23%	19%
Winter: Ease of travel by bus	63%	77%	70%
Winter: Traffic safety	41%	50%	45%
Winter: Pedestrian safety	35%	35%	35%

Percent "excellent" or "good"

Question 5 by Commuter Status			
Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Change it to improve traffic	80%	74%	77%
Leave it as it is	23%	34%	28%

Percent support

Prepared by National Research Center, Inc.

Question 6 by Commuter Status			
Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Reducing traffic congestion	84%	79%	81%
Reducing travel time	75%	64%	69%
Improving traffic safety	67%	64%	65%
Improving pedestrian safety	66%	69%	67%
Maintaining or improving air quality	64%	69%	66%
Keeping construction costs reasonable	53%	66%	59%
Minimizing the impact on adjacent properties	37%	49%	43%
Minimizing impacts on tourism	52%	59%	56%
Minimizing use of open space	40%	55%	47%
Minimizing impacts on the environment	56%	70%	63%
Encouraging alternative modes of travel (e.g. bus, bike, rail)	42%	56%	49%
Reducing noise	31%	40%	35%
Completing the improvement in a timely fashion	72%	74%	73%
Maintaining Aspen's character	57%	68%	62%

Percent "essential" or "very important"

Question 7 by Commuter Status			
Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
A transportation plan that focuses exclusively on improving automobile traffic	37%	23%	30%
A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses, bike/pedestrian or light rail)	49%	56%	53%
A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged	4%	7%	5%
A transportation plan that leaves the current Entrance to Aspen unchanged	10%	13%	11%
Total	100%	100%	100%

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Question 8 by Commuter Status			
Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Current entrance alignment unchanged (following the current roadway)	26%	33%	29%
Dedicated lanes for buses only	34%	49%	42%
Dedicated lanes for buses and multiple occupancy cars	47%	57%	52%
Gondola (aerial connection)	29%	29%	29%
Light rail line	44%	49%	46%
Roundabout	52%	54%	53%
Underpass	57%	49%	53%

Percent support

Question 9 by Commuter Status			
Please indicate whether you have heard of each of the proposed solutions.	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
4 Lanes This option is the same as the "Modified Direct Alternative", but without bus lanes	71%	63%	67%
4 Lane - Bus/HOV This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	70%	64%	67%
Gondola (aerial connection) This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	54%	52%	53%
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	68%	60%	64%
Split Shot This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	73%	62%	68%
Stay in the Existing Alignment - widen to 3 lanes This option keeps the current alignment and adds a reversible lane for cars & buses	64%	56%	60%
Stay in the Existing Alignment - widen to 4 lanes This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	65%	57%	61%

Percent of respondents who had heard of each solution.

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Question 10 by Commuter Status			
If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
Haven't heard of any of the proposed solutions in Question 9	11%	16%	14%
"Word of mouth" from friends or family	44%	43%	44%
Mailings from the City	16%	13%	15%
Attended a public community meeting	19%	14%	17%
Local newspapers	41%	38%	39%
Radio/TV news/Media	8%	7%	8%
Election/ballot information	1%	1%	1%
Work/associations	1%	1%	1%
Don't remember	12%	13%	12%
Other	3%	3%	3%

**Total may exceed 100% as respondents could select more than one option.*

Question 11 by Commuter Status			
Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	57%	58%	58%
1 lane for cars in each direction and 1 lane for buses only in each direction	22%	31%	26%
1 lane for cars in each direction and space for a light rail line	32%	38%	35%
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	41%	37%	39%
2 lanes for any type of vehicle in each direction	67%	57%	62%
A gondola (aerial connection) between Buttermilk and Rubey Park	26%	26%	26%
A roundabout or underpass at Cemetery Lane	55%	53%	54%
No new construction or changes to the Entrance to Aspen	18%	24%	21%
No new construction, but increased bus service	14%	20%	17%

Percent support

Prepared by National Research Center, Inc.

Question 12 by Commuter Status			
Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).	Commutes once a day or more	Commutes 2-4 times a week or less	Overall
4 Lanes	66%	54%	60%
4 Lanes - Bus/HOV	51%	53%	52%
Gondola (aerial connection)	26%	26%	26%
Modified Direct Alternative	49%	42%	46%
No change to the existing entrance	16%	21%	19%
Split Shot	46%	42%	44%
Stay in the Existing Alignment - widen to 3 lanes	43%	41%	42%
Stay in the Existing Alignment - widen to 4 lanes	43%	39%	41%

Percent support

Prepared by National Research Center, Inc.

APPENDIX G: VERBATIM RESPONSES TO OPEN-ENDED QUESTIONS

Following are verbatim responses to the open-ended question on the survey, sorted alphabetically. The verbatim responses were not edited for grammar but punctuation has been added for meaning or clarity.

Question 10: If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? "Other" responses.

- 20 Years in valley read in newspapers
- 20 years of reading the local paper & listening to news.
- 30 years in Aspen - heard a lot should of let Disney plan it
- 37 year 'Aspen' resident
- 40 year resident.
- 40 yrs of conversation
- After 30 years, who knows! Newspapers
- All above
- All of the above
- All of the above
- All over the place for the last 20 years.
- Am an aware citizen
- And papers in articles & letters to editor
- Appallingly disingenuous!
- Articles in daily papers; letters to the editor; council meetings on grassroots
- Articles in paper
- Articles, letters & editorials in local newspapers
- Articles/reporting in local newspaper
- Aspen deserves to have it's social engineering go bad
- Aspen news papers
- Aspen newspapers (Aspen times & Aspen daily news)
- Aspen papers
- Aspen papers
- Aspen papers
- Aspen public radio, newspapers
- Aspen Timer
- Aspen times
- Aspen times
- Aspen times
- Aspen times
- Aspen Times
- Aspen times & daily news.
- Aspen times ed.
- Ballots, news articles, city meetings over the 30 years
- Been have 30 years
- But politician have been (beating off) on this issue for decades
- Chanel II
- City councilman
- CDOT books
- Coverage in newspaper/radio
- Cowop
- Daily newspapers
- Debated from 1968 until now
- Discussions on TV
- Endless and monotonous reporting
- Engaged in community! voted! Have been surveyed again & again!
- For years-studied for last 20 + years!
- Former RFTA employee
- From "Letters" to the editor in the local daily
- Grass roots-newspapers
- Grassroots TV
- Have been following for 39 years
- Have been intimately involved with this issue for yrs.
- How many times has this been voted on?
- I believe in the local paper
- I get my news from Toni Kronberg & Red ant.
- I have been hearing about this for 40 years & voting on it in 1994 I suffered a major auto wreck with 3 lanes out of town and no turn lane into the west end!
- I have been voting in town for over 30 years - of course Im aware of the entrance to Aspen

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- I thought there was an article in the paper
- I work for the city of Aspen
- I'm old and over the years of nothing happening I can not remember
- Imagined while driving a cab for 13 years
- In 30 years who hasn't heard of them
- In newspaper/talk radio
- In the press for 40 years
- Internet and social networking
- Involved w/ transit & entrance for years
- I've heard about it for 20 years ad nausea
- I've lived here a long time & pay attention
- Letters in paper
- Letters to editor
- Letters to editor
- Letters to newspaper, city video on history of the subject
- Letters, newspaper
- Light rail is the only solution for the future
- Lived here for 16 yrs
- Lived here for 30 years what do you think? Thats how long this has been an issue!
- Lived here for 30 yrs.
- Lived here for 35 years.
- Local media
- Local news
- Local news
- Local news
- Local news papers
- Local news papers
- Local news papers
- Local news papers
- Local Newspaper
- Local Newspaper
- Local Newspaper
- Local Newspaper & cable broadcasts
- Local newspaper coverage
- Local newspaper/ local T.V.
- Local Newspapers
- Local newspapers
- Local newspapers
- Local newspapers
- Local Newspapers
- Local newspapers
- Local newspapers & radio discussion
- Local paper
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local papers
- Local press
- Local print media
- Long time Pitco resident-as such have heard many ideas.
- Many sources
- Maybe on the radio?
- Media
- Media
- Media

- Media coverage-local newspapers.
- Media over years
- Media, news etc
- Media, newspapers
- Media, public meetings, etc.
- Media: newspapers-radio
- Member of "Entrance to Aspen" committee
- New paper
- New papers
- News
- News
- News
- News
- News
- News
- News
- News
- News
- News
- News & News papers; Also elections, Lots of elections.
- News accounts
- News articles
- News Articles
- News Articles
- News articles
- News articles, letters to editors
- News articles, paper & online
- News in print
- News media
- News media
- News media
- News Media
- News Media
- News outlets
- News over 35 years!
- News paper
- News paper
- News paper

- Newspaper
- Newspaper
- Newspaper

- Newspaper
- Newspaper
- Newspaper

- Newspaper
- Newspaper
- Newspaper

- Newspaper articles/advertisements
- Newspaper articles/letters to the editor
- Newspaper articles-televised meetings
- Newspaper coverage
- Newspaper coverage & letters to editor
- Newspaper coverage; city of Aspen presentations to private groups in past years.
- Newspaper editorials
- Newspaper letters to editors
- Newspaper reports
- Newspaper reports
- Newspaper reports
- Newspaper reports
- Newspaper reports
- Newspaper reports
- Newspaper reports
- Newspaper service.
- Newspaper stories
- Newspaper stories, letters to editor
- Newspaper stories/radio
- Newspaper TV Grassroots
- Newspaper(s)
- Newspaper, letter to ed, etc
- Newspaper, NPR
- Newspaper, Petitioners
- Newspaper, radio
- Newspaper, radio
- Newspaper, Radio
- Newspaper, radio
- Newspaper, radio, mailings, meetings
- Newspaper, Radio, Presentations at my place of work.
- Newspaper, TV, Radio
- Newspaper, work, studies
- Newspaper/City council
- Newspaper/letters to the ed
- Newspaper/media
- Newspaper/Media
- Newspaper/opinion, editorials, straight news
- Newspaper/radio
- Newspaper/radio
- Newspaper/Web sites
- Newspaper-Radio
- Newspaper-radio
- Newspapers
- Newspapers
- Newspapers

- Newspapers
- Newspapers
- Newspapers

- Newspapers & Radio
- Newspapers & radio & public tv!
- Newspapers & voting
- Newspapers & web
- Newspapers (DUH)
- Newspapers / Media
- Newspapers / residing here for 25+ years
- Newspapers and letters to the editor of AT and ADN
- Newspapers and radio
- Newspapers articles, non-binding ballot questions
- Newspapers local newspapers
- Newspapers over time
- Newspapers radio
- Newspapers reports
- Newspapers TV, lived here 25 yrs
- Newspapers, local radio
- Newspapers, meetings viewed on TV
- Newspapers, radio
- Newspapers, radio
- Newspapers, Radio
- Newspapers, radio, TV local channel
- Newspapers, talking W/ Jeff Evans, a real crusader!
- Newspapers, Website, etc
- Newspapers/Local TV
- Newspapers/radio
- Newspapers/radio news/local tv
- Newspapers/residing here for 25 + years
- Newspaper-why isn't that an option ?!! It's been in the papers for years
- Newspapers
- News-radio/paper
- Not sure - but local newspapers
- Other surveys for years
- Paper
- Paper
- Paper

- Papers
- Papers
- Papers
- Papers
- Papers
- Papers
- Papers
- Papers (Local) radio
- Papers letter to editor
- Papers/Website
- Papers-radio-been here 60 years!
- Paper-Times
- Past rehashing of the same issue.
- Plans@court house, Newspaper
- Please! This has been an issue for years
- Press
- Press
- Press
- Press
- Press
- Press
- Press
- Press/media
- Print
- Print media-Newspapers (times & daily news)
- Print news
- Proposed split-shot w/fuller in 2008
- Public radio
- Radio
- Radio
- Radio
- Radio - Newspaper - Internet
- Radio and newspaper
- Radio news, news paper
- Radio newspaper
- Radio, newspaper
- Radio, newspapers, & websites
- Radio, paper
- Read a little in newspaper
- Read about in local papers
- Read about them
- Read articles and saw the film "Entrance to Aspen. How did we get here"
- Read paper
- Read the newspaper
- Reading papers
- Reading the paper
- Reading, being informed and living here for over 30 yrs
- Roaring fork leadership
- ROD
- SJS #9
- Snowmass Trans. Officials
- Split shot-Common sense-4 lanes-use open space-No bus or HOV lane
- Stepson is a reporter
- Sterved on the entrance to Aspen & light rail task force committee.
- Tab paper
- Talking heads are all around us!
- Televised
- The papers
- The papers (both)
- These have all been talked about forever
- These solutions have been talked about for years! newspaper radio
- They have been discussed in person, on radio and in newspapers for 40+ years!
- This has been talked about for over 30 yrs!
- Tired of all the politics - B.S - use some common sense!
- Town chit chat
- Use light rail get rid of buses
- Used to work for the city
- Voted on a straight shot 30 years ago & still hoping.
- Voted yes yrs. Ago
- Watched Meeting on TV
- Watched on local channel
- We have voted on this issue countless times keep the J curve!
- Website
- Website
- Whatever was in newspapers
- Word of mouth, newspaper
- Years & years & years of relashing
- Years of useless votes/newspapers

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APPENDIX H: SURVEY INSTRUMENT

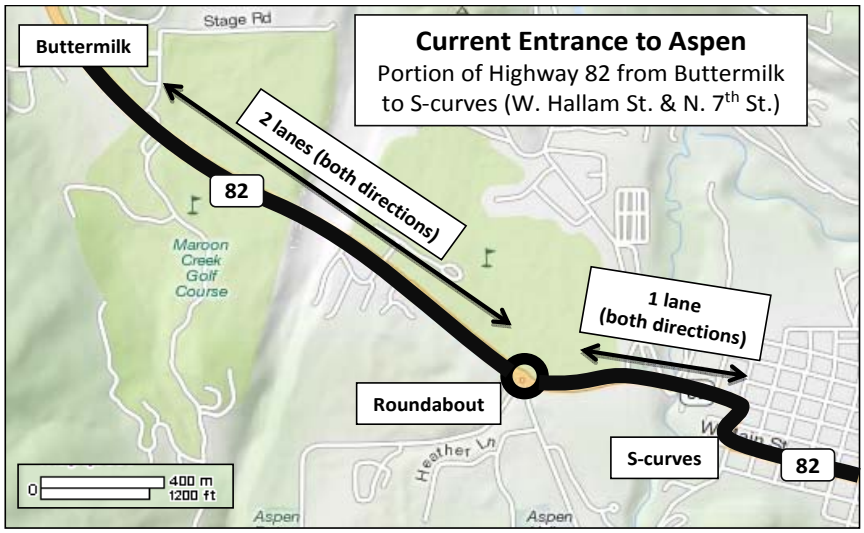
The survey instrument appears on the following pages.

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2011 Aspen Transportation Survey

Please complete this questionnaire if you are the adult (age 18 or older) in the household who most recently had a birthday. The adult's year of birth does not matter. Your responses are anonymous and will be reported in group form only.

For the purposes of this survey, the Entrance to Aspen is defined as the portion of Highway 82 from Buttermilk through the S-curves (see map at the right). Currently, from Buttermilk to the roundabout, there are two lanes in each direction. One lane in each direction is for general traffic, while one lane is reserved for buses only. From the roundabout through the S-curves, there is one general purpose lane in each direction.



1. **About how often, on average, do you travel through the Entrance to Aspen (Buttermilk through the S-curves)?**

 ❍ More than 4 times per day
 ❍ 2-4 times per day
 ❍ Once a day
 ❍ Once per week
 ❍ 2-4 times per week
 ❍ 1-3 times per month
 ❍ Less than once a month

2. **Which of the following best describes your commuter status?**

 ❍ I consider myself a commuter to Aspen **from** another community → *GO TO QUESTION 3*
 ❍ I consider myself a commuter from Aspen **to** another community → *GO TO QUESTION 3*
 ❍ I don't consider myself a commuter → *SKIP TO QUESTION 4*

3. **Which one of the following is your curent primary method of commuting?**

 ❍ Single occupant vehicle
 ❍ Bus
 ❍ Carpool
 ❍ Walk
 ❍ Bicycle
 ❍ Other

4. **Please rate Highway 82 from Buttermilk through the S-curves during the summer and then during the winter for each of the following.**

	Summer					Winter				
	Poor	Fair	Good	Excellent	Don't know	Poor	Fair	Good	Excellent	Don't know
Ease of traffic flow	1	2	3	4	5	1	2	3	4	5
Ease of travel by bus	1	2	3	4	5	1	2	3	4	5
Traffic safety	1	2	3	4	5	1	2	3	4	5
Pedestrian safety	1	2	3	4	5	1	2	3	4	5

5. **Please indicate the extent to which you support each of the following general approaches to the Entrance to Aspen (Buttermilk through the S-curves).**

	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Don't know
Change it to improve traffic	1	2	3	4	5	6
Leave it as it is	1	2	3	4	5	6

6. Regardless of your preference for improving the Entrance to Aspen or keeping it the same, if the Entrance to Aspen were to be improved, please rate how important, if at all, each of the following improvement goals would be to you.

	Not at all important	Somewhat important	Very important	Essential
Reducing traffic congestion	1	2	3	4
Reducing travel time	1	2	3	4
Improving traffic safety	1	2	3	4
Improving pedestrian safety	1	2	3	4
Maintaining or improving air quality	1	2	3	4
Keeping construction costs reasonable	1	2	3	4
Minimizing the impact on adjacent properties	1	2	3	4
Minimizing impacts on tourism	1	2	3	4
Minimizing use of open space	1	2	3	4
Minimizing impacts on the environment	1	2	3	4
Encouraging alternative modes of travel (e.g. bus, bike, rail)	1	2	3	4
Reducing noise	1	2	3	4
Completing the improvement in a timely fashion	1	2	3	4
Maintaining Aspen's character	1	2	3	4

7. Thinking about possibly improving the Entrance to Aspen, please select which one of the following you would most prefer as it relates to transportation changes. (Please select only one response.)

- ❍ A transportation plan that focuses exclusively on improving automobile traffic
- ❍ A transportation plan that helps to improve automobile traffic and also encourages public transportation (i.e., buses bike/pedestrian or light rail)
- ❍ A transportation plan that helps improve public transportation, but leaves general automobile traffic unchanged
- ❍ A transportation plan that leaves the current Entrance to Aspen unchanged
- ❍ Don't know

8. Please rate to what extent you support or oppose each of the following potential elements of a possible new Entrance to Aspen.

	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Don't know
Current entrance alignment unchanged (following the current roadway)	1	2	3	4	5	6
Dedicated lanes for buses only	1	2	3	4	5	6
Dedicated lanes for buses and multiple occupancy cars	1	2	3	4	5	6
Gondola (aerial connection)	1	2	3	4	5	6
Light rail line	1	2	3	4	5	6
Rroundabout	1	2	3	4	5	6
Underpass	1	2	3	4	5	6

9. Several proposed solutions for the Entrance to Aspen (Buttermilk through the S-curves) have been discussed and are nicknamed and defined as follows. Please indicate whether you have heard of each of the proposed solutions.

	Have heard of it	Have NOT heard of it
"4 Lanes" This option is the same as the "Modified Direct Alternative", but without bus lanes	1	2
"4 Lane – Bus/HOV" This option is the same as the "Modified Direct Alternative", but with 2 lanes unrestricted (so that all vehicles have access) and 2 lanes for Bus/HOV (High Occupancy Vehicles) traffic	1	2
"Gondola (aerial connection)" This option would involve a gondola (aerial connection) connecting the Aspen/Pitkin Airport to downtown Aspen at Rubey Park.	1	2
"Modified Direct Alternative" This option will include 2 lanes for cars and 2 for buses or 2 lanes for cars and light rail in a modified direct alignment (slightly altering the course of the current lanes) across a portion of the Marolt/Thomas Open Space	1	2
"Split Shot" This option includes 2 lanes for cars, 2 for HOV/Buses with a roundabout or underpass at Cemetery Lane in an alignment that goes across a small portion of the Marolt/Thomas Open Space	1	2
"Stay in the Existing Alignment – widen to 3 lanes" This option keeps the current alignment and adds a reversible lane for cars & buses	1	2
"Stay in the Existing Alignment – widen to 4 lanes" This option keeps the current alignment and uses 2 lanes for cars and 2 for buses	1	2

10. If you have heard of any of the proposed solutions to the Entrance to Aspen mentioned above, how did you hear about it? (Please mark all that apply.)

- ❍ Haven't heard of any of the proposed solutions in Question 9
- ❍ "Word of mouth" from friends or family
- ❍ Mailings from the City
- ❍ Attended a public community meeting
- ❍ Don't remember
- ❍ Other_____

11. Thinking about the Entrance to Aspen (Buttermilk through the S-curves), please indicate the extent to which you support or oppose each of the following potential modifications to the Entrance to Aspen.

	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Don't know
1 lane for any type of vehicle in each direction with a middle (3rd) lane that will create a second lane in the direction of rush hour traffic	1	2	3	4	5	6
1 lane for cars in each direction and 1 lane for buses only in each direction	1	2	3	4	5	6
1 lane for cars in each direction and space for a light rail line	1	2	3	4	5	6
1 lane for only cars with a lone driver and 1 lane for cars with 2+ people or buses in each direction	1	2	3	4	5	6
2 lanes for any type of vehicle in each direction	1	2	3	4	5	6
A gondola (aerial connection) between Buttermilk and Rubey Park	1	2	3	4	5	6
A roundabout or underpass at Cemetery Lane	1	2	3	4	5	6
No new construction or changes to the Entrance to Aspen	1	2	3	4	5	6
No new construction, but increased bus service	1	2	3	4	5	6

12. Please indicate to what extent you would support or oppose each of the following proposed solutions (please refer to the definitions on the previous page, if necessary).

	Strongly oppose	Somewhat oppose	Neither support nor oppose	Somewhat support	Strongly support	Don't know
4 Lanes	1	2	3	4	5	6
4 Lanes – Bus/HOV	1	2	3	4	5	6
Gondola (aerial connection)	1	2	3	4	5	6
Modified Direct Alternative	1	2	3	4	5	6
No change to the existing entrance	1	2	3	4	5	6
Split Shot	1	2	3	4	5	6
Stay in the Existing Alignment – widen to 3 lanes	1	2	3	4	5	6
Stay in the Existing Alignment – widen to 4 lanes	1	2	3	4	5	6

Our last questions are about you and your household. Again, your responses are anonymous and will be reported in group form only.

13. About how long have you lived in Aspen/Pitkin County?

- ❍ Fewer than six months
- ❍ 6 to 11 months
- ❍ 1-2 years
- ❍ 3-5 years
- ❍ 6-10 years
- ❍ More than 10 years

14. Which best describes your housing status?

- ❍ Housing obtained in the free market (either rent or own)
- ❍ Live in employee/affordable housing (either rent or own)
- ❍ Other
- ❍ Don't know

15. Do you rent or own your home?

- ❍ Rent
- ❍ Own

16. Which of the following best describes where you live?

- ❍ East (upvalley) of the roundabout
- ❍ West (downvalley) of the roundabout

17. In which category is your age?

- ❍ 18-24 years
- ❍ 25-34 years
- ❍ 35-44 years
- ❍ 45-54 years
- ❍ 55-64 years
- ❍ 65-74 years
- ❍ 75-84 years
- ❍ 85 years or older

18. What is your gender?

- ❍ Female
- ❍ Male

Thank you for completing this survey. Please return the completed survey in the postage paid envelope to: National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502-0549

COMPARISON OF IMPACTS

Alternative	Cost	Open Space Impacts Net Take	Travel Times		Design Speed
Preferred Alternative			**Time Min:sec**	**Ave. Speed**	
400' Tunnel	$61.6 million	2.9 acres	2:30 in 3:31 out	22 mph 17 mph	35 mph
300' Land Bridge	$50.9 million	3.3 acres	2:30 in 3:31 out	22 mph 17 mph	35 mph
Split Shot					
At Grade - Roundabout	$34.5 million	4.9 acres	2:51 in 4:14 out	20 mph 16 mph	15 - 25 mph
Grade Separated - B	$50.6 million	6.9 acres	2:33 in 4:49 out	21 mph 14 mph	15 - 25 mph
Reversible Lanes	$7.9 million	minimal	3:00 in 3:03 out	18 mph 19 mph	15 mph
No Build	$0	0.0 acres	3:26 in 4:36 out	18 mph 14 mph	Less than15 mph